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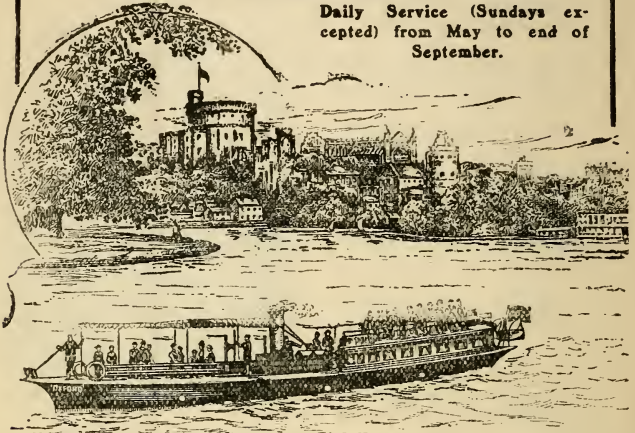
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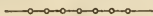


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
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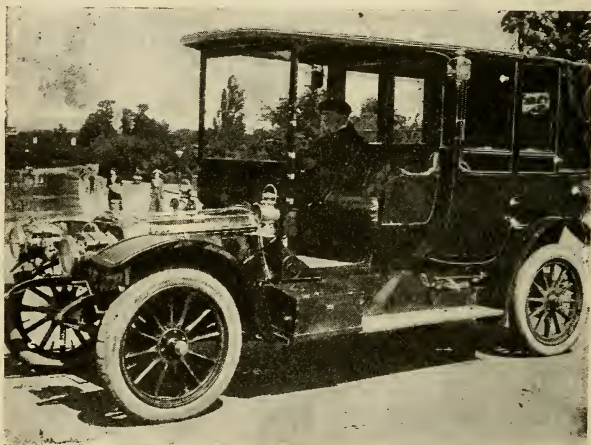
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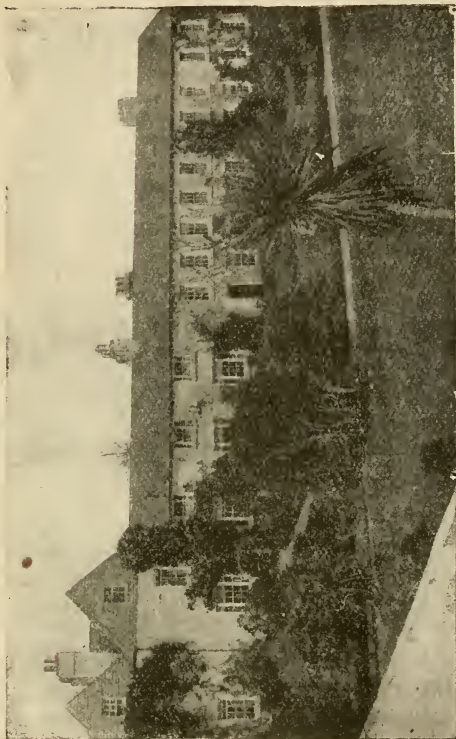
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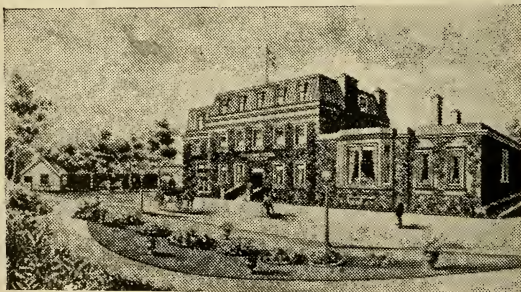
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and Estate Agents, at the Principal
Holiday and Health Resorts, will
be found at the end of this
Guide.

INTRODUCTION.

Dublin—Railway and Steamer Routes—Hints for a Hurried Visit—Hotels and Tariffs.

THE following pages deal not only with Dublin, the metropolis of Ireland, and its immediate neighbourhood, but with the far-famed beauty spots of County Wicklow. Dublin is situated on both sides of the Liffey, which is crossed by ten bridges, its quays extending for some $2\frac{1}{2}$ miles through the city almost to where the river discharges into Dublin Bay. This part of the Bay is shallow, but a deep channel has been dredged, and is protected by the North and South Walls, or breakwaters. Most of the London and North-Western Railway boats enter Dublin by this channel and are berthed at the North Wall quay. The docks extend for a long distance down the mouth of the river, giving accommodation for several lines of steamers. Dublin itself lies low and is flat, but the immediate surroundings are extremely beautiful, and glimpses of the Dublin hills can be had from many of the streets. Perhaps no city, not excepting Edinburgh itself, has more beautiful places within easy reach. The city proper is bounded by the North and South Circular Roads, some 9 miles in length, but several of the suburbs are now included within the city boundary. The oldest portion abuts on the south bank of the river, and contains the Castle, the two Cathedrals and the City Hall.

The last century witnessed many improvements in Dublin. The Liffey was dredged and deepened, a main drainage sewer running right out to Dublin Bay completed, new quays built through the city, the harbour improved by breakwaters and moles, obstructions at its mouth removed, docks opened, and steamer services established.

The street architecture of Dublin is not beautiful, the houses generally being of the uninteresting Georgian period, but the interiors of many of the older residences are very handsome and the churches are exceptionally fine. Through-

out Ireland, except in Ulster, there is a remarkable lack of the lower middle-class population.

Dublin is still, as in the days of Harry Lorrequer, the "most cardrivingest city of Europe." But the rebuilt cathedrals, the ramifying tram-lines, the spacious quays, the charming gardens in St. Stephen's Green, the imposing railway stations, the broad O'Connell Bridge, the new buildings of the National Library and Museum, and many other handsome public buildings and hotels, which make Dublin one of the finest cities of the empire, would be new to that dashing warrior.

Dublin is partly lighted by electricity. Its excellent water supply is drawn from Roundwood reservoir, 25 miles away in the Wicklow hills.

The suburbs extend for many miles in every direction—along the beautiful shores of Dublin Bay to Dalkey on the south; on the north side of the Bay to the rocky promontory of Howth and Malahide; inland, along the foot of the Dublin hills, to Foxrock and Carrickmines, and, nearer the city, to Rathgar, Rathmines, and Terenure.

To see Dublin and its surroundings properly at least a fortnight should be allowed, but as many tourists must be content with less we give on pp. 17-18 a short summary of the chief sights for the benefit of the hurried visitor.

ROUTES TO DUBLIN.

Most English visitors naturally make Dublin their starting-point for a tour in Ireland. The city is 64 miles from Holyhead, and $334\frac{1}{2}$ from London. The journey from London takes a little over nine hours. Tourist tickets are issued at special prices to all the most noted spots in Ireland—Donegal, Connemara, Wicklow, Waterford, Cork, Limerick, Clare, Killarney, etc., full particulars of which may be obtained at the stations or from the Companies' time books. It is usually cheaper to book through from England than to book separately to Dublin and then on; the tickets allow the journey to be broken *en route*.

The routes to Dublin are many and varied. That by the **London and North-Western** *viâ* Holyhead and Kingstown (mail route) or *viâ* Holyhead and North Wall is the oldest and best known. The **Great Western** have an excellent service *viâ* Fishguard and Rosslare (*see* p. 14). The **Midland** have services *viâ* Liverpool and Heysham. Those who are fond of the water may make the whole journey by boat from

London or from the chief southern and western ports. The shortest sea-passages are from Holyhead to Kingstown and from Stranraer to Larne. The latter, of course, is more advisable for Scottish tourists than for English, as it entails a considerable extension of the railway journey, northwards to Stranraer, and, on Irish soil, from Larne to Belfast, and from Belfast to Dublin. There is a daily service of boats between Liverpool and Dublin and between Glasgow and Dublin.

It should be remembered that Irish time is twenty-five minutes later than English (e.g., noon in London is 11.35 a.m. in Dublin), and that Irish time is kept on Irish lines and steamboats.

The London and North-Western and Irish Mail Service.¹

The well-known Irish Mail trains leave Euston daily at 8.30 a.m. and 8.45 p.m. (on Sundays, 8.45 p.m. only), and reach Holyhead at 2.5 p.m. and 2.17 a.m. At the Admiralty Pier, to which the trains run, the splendid steamers of the **City of Dublin Steam Packet Company** are waiting, and at 2.13 p.m. and 2.25 a.m. they start, arriving at Kingstown Pier about 5 p.m. and 5.30 a.m. There trains are waiting, and Westland Row is reached at 5.30 p.m. and 6 a.m. The whole journey of 334½ miles is thus accomplished in a little over nine hours, the sea-passage occupying about two hours and three-quarters. Sleeping saloons are provided on the night trains and breakfast and luncheon cars on the day mail trains, the latter for both first and third classes. Trains to London leave Westland Row, Dublin, at 8 a.m. and 7.50 p.m. daily, and reach Euston at 5.40 p.m. and 6.10 a.m. (on Sundays, at 8.20 p.m. and 6.10 a.m.). Another train, with luncheon and tea cars, leaves Euston daily (*no Sunday service*) at 1.20 p.m., arriving at Holyhead at 6.55, whence a L. & N.W. steamer departs at 7.15. Kingstown is reached about 9.50, and Westland Row at 10.20 p.m. The return trains leave Westland Row on week-days at 1.15 p.m., arriving at Euston about 11 p.m. Tea and dining-cars on train from Holyhead to London. Fares from Euston: First class and saloon, single, 53s. 6d.; return, 93s. Third class and saloon, single, 32s. 6d.; return, 51s. 6d. Third class and second cabin, single, 29s. 6d.; return, 47s. Third class rail and steamer (L. & N.W.R. boats), 26s. single, 43s. 6d. return. Single-journey and the outward halves of return tickets are available for the day of issue or on any of the following six

¹ Whenever times and fares are mentioned they should be verified by reference to current time-tables, in case of alteration.

days, a week being allowed for the completion of the outgoing journey. Tourist tickets issued between May 1 and October 31 are available for return any time within six months. Passengers can remain on board on reaching Kingstown till about 8 a.m. (8.45 on Sundays); they can also sleep on board the night before sailing. Occupants of sleeping berths on the night trains to Euston may remain on the train till 8 a.m.

The **North Wall Route**, from Euston, is equally direct, scarcely less expeditious, and somewhat cheaper than the mail service. It is a night service only, and there are no Sunday boats. The same route is followed to Holyhead, and thence the company's fine twin-screw steamers carry passengers to the North Wall station in Dublin (on the North Wall Quay). The express trains in connection with these boats leave Euston, on week-days, at 10.15 p.m. The steamers, which are lying in Holyhead Harbour, within a few feet of the carriage doors, start at 3.55 a.m., and reach North Wall at 7.30 a.m. (Irish time), the voyage occupying about three hours and a half (the last half-hour, or thereabouts, is up the river Liffey). The return boats leave North Wall at 9.20 p.m., London being reached at 7.30 a.m. Fares from Euston station to North Wall: First-class and saloon, single, 50s.; return, 87s. Third-class and saloon, single, 29s. 6d.; return, 47s. Third class and deck, single, 24s.; return, 40s. 6d. Return tickets are available for two calendar months. Luncheon and dining cars are run on the day trains, and sleeping saloons are attached to the night trains, the charge per berth being 7s. 6d. in addition to first class fare.

Tourists breaking their journey in order to see something of the beauties of North Wales should consult the *Guide to North Wales, Northern Section*, in this series. After leaving Bangor, the Menai Strait is crossed by the Tubular Bridge. Traversing Anglesey, we come to Holy Island and the station and harbour at **Holyhead**. Here the boats are waiting, the Mail boats (City of Dublin Steam Packet Co.) at the end of the Admiralty Pier, to which the trains run, and the North-Western boats by the side of the station.

The City of Dublin Steam Packet Company have on the service four fine twin-screw steamers, the *Ulster*, *Munster*, *Connaught* and *Leinster*. These vessels in the luxuriousness of their appointments, and in their precautions for the safety of passengers, rival the great ocean liners. Each possesses engines of 9,000 horse-power, is capable of a speed of twenty-

four knots an hour and has a wireless installation. They are flush-decked, three hundred and seventy-two feet in length, and forty-one feet six inches in breadth. The dining-saloons, the drawing-rooms, the smoking-rooms, the cosy sleeping cabins, are all of the latest design and sumptuously furnished.

The North-Western boats are also fine vessels, the *Cambria*, *Anglia*, *Hibernia* and *Scotia* being, except as regards size, duplicates of the White Star liners.

The harbour of Holyhead has a water area of twenty-four acres. Outside is the huge Harbour of Refuge, enclosing two hundred and sixty-seven acres, with an additional four hundred in the roadstead without. Twenty-five years were occupied in constructing the great breakwater, at a cost of a million and a quarter pounds.

Having passed the lighthouse at the extreme end, we get a good view of the bare South Stack rock, a huge isolated mass several hundred feet high, on which many a brave vessel has been wrecked. Its lighthouse is fitted with powerful lights, flashing white every 10 seconds and visible 20 miles. A chain suspension bridge, with a span of 110 feet, connects the rock with the island.

The passage to Kingstown occupies two hours and three-quarters, and to North Wall, Dublin, about three and a half hours. The vessels are rarely late even in the worst weather. The voyage affords, if the day be clear, a glimpse of Snowdon and other lofty Welsh hills. Before these are lost sight of, the hills of the Irish coast loom into view, Howth Hill (on the south side of which is the Baily Lighthouse) and Bray Head terminating the two horns of Dublin Bay, one of the most beautiful bays in the British Isles—though the visitor requires to see it from Killiney Hill, Bray Head, or Howth, before he can fully realize this.

“ Oh, Bay of Dublin ! my heart you're troublin',
Your beauty haunts me like a fever dream ;
Like frozen fountains that the sun sets bubblin',
My heart's blood warms when I hear your name.”

Lady Duferin.

At Kingstown pier, 6 miles south-east of Dublin, a train is waiting which speedily brings the traveller to **Westland Row Station**, on the south side of the Liffey. The L. & N.-W. night boats pass through the bay and up the river to the **North Wall Station** on the North Quay. From both stations a line

known as the **North Wall Extension Line** runs round the north side of the city, connecting the Dublin and South-Eastern, the Great Northern, the Midland, the Great Western, and the Great Southern and Western lines, so that those bound for the districts served by these lines are able to avoid the inconvenience of driving across Dublin.

The **Great Western Railway**, by the Fishguard and Rosslare route, have greatly increased the facilities for visiting Ireland. From Fishguard Harbour, on the Pembrokeshire coast, to Rosslare Harbour, in Wexford, is 54 nautical miles; and as the turbine steamers specially constructed for this service, have a capacity of $22\frac{1}{2}$ knots an hour, the passage is accomplished in under three hours. The Harbour Station at Fishguard is connected with the Great Western main South Wales line at Clarboston Road, and London is thus brought within $5\frac{1}{2}$ hours of the port, Cardiff and Newport about two hours, and Birmingham six hours. Express trains also connect Rosslare with Dublin and the principal towns and holiday resorts of Ireland. Fishguard Harbour is sheltered by high lands on south, east and west; and to protect it on the north a substantial breakwater, 2,000 feet in length, has been constructed. There is sufficient depth of water to accommodate vessels of the largest draught at all states of the tide, and it is claimed that the harbour is more free from fog than any other port on the coast. The *Fishguard Bay Hotel* (under the Company's management) is close to the quays.

Day and night services are run, the former leaving Paddington at 8.45 a.m., the latter at 8.45 p.m., reaching Fishguard at 2.15 (p.m. or a.m.), Rosslare at 4.50 p.m. and 5.10 a.m., and Dublin (Kingsbridge) at 10.20 p.m. and 10.30 a.m. Breakfast and luncheon cars are run on the day trains between Paddington and Fishguard, and supper, buffet and sleeping cars on the night trains. Passengers may go on board the night boats at Fishguard at 9 p.m., and at Rosslare at 10 p.m., and may remain on board at either port till 8 a.m.

There are only two changes, one at Fishguard, the other at Rosslare (Wexford), and in each instance the passenger has to walk but a few yards from train to steamer and vice versa. The fares between Paddington and Dublin by this route are: Single, 6s. 6d. first, 26s. 3d. third; return, available two months, 10s. and 44s. u. Third class rail and

saloon on boat, 5s. 6d. single and 7s. 6d. return in addition to third class fares before mentioned.

The Great Western Company also book passengers from all parts of their line to Chester, thence by London and North-Western Railway to Holyhead, and so to Dublin by the Mail or North Wall Boats. The fares from Paddington are the same as those from Euston. Further particulars can be had at the G.W.R. *Enquiry Office*, 5, Lower Sackville Street, Dublin.

The **Midland Company** book passengers to Dublin either *viâ* Heysham or *viâ* Liverpool. The fares from St. Pancras by either route are: Return, first class and saloon, 78s.; third class and saloon, 43s. 6d.; third class and deck, 37s.

In summer there is a daily service of boats leaving Dublin at 7.30 p.m. and Heysham at 9 p.m. (St. Pancras, 1.30).

The **Great Central Company** book passengers *viâ* Liverpool, and the **Lancashire and Yorkshire Company** *viâ* Liverpool or Holyhead in connection with the City of Dublin Steam Packet Co.'s boats.

From the North of England and Scotland there are several routes. The shortest crossing is that from—

Stranraer to Larne. Stranraer is left at 6 a.m. and 7.33 p.m. and Larne reached at 7.46 and 9.15 (Irish time). Thence special trains reach Belfast at 8.35 a.m. (Dublin at 1.5 p.m.) and 10 p.m.

The **British and Irish Steam Packet Company** run an excellent service of steamers between London and Dublin, calling at Portsmouth, Southampton, Plymouth and Falmouth. The boats leave London (North Quay, London Dock) every Sunday and Wednesday morning, arriving in Duolin on Wednesday evening and Saturday evening. London passengers may embark the evening before sailing day without extra charge, but must be on board not later than 10 p.m. Those who can spare the time and like the sea may be strongly recommended to take this trip. The vessels are commodious, are lighted by electricity, and fitted with every modern convenience. The food is good and moderate in price. The coast is in sight during a great part of the voyage, and passengers are allowed to break the journey at various ports *en route*. The return from Dublin (Sir John Rogerson's Quay) is on Wednesday and Saturday at 5 p.m. Fares from London to Dublin, single, 26s., 18s., and 11s.; return (available three months), 40s., 28s., 17s. The Company also issue

tickets for *Circular Tours*, including Killarney, the Isle of Man, etc. Guide books and full particulars gratis on application: Dublin, Chief Offices, 27, Sir John Rogerson's Quay; London, 30, Lime Street, Fenchurch Street, E.C.

The **City of Dublin Steam Packet Co.'s** steamers leave **Liverpool** for North Wall twice daily, except Sundays, according to tide, and North Wall for Liverpool every week-day at 8 p.m. (Thursdays at noon also). These steamers have good saloon and sleeping accommodation, smoke-room, etc., for saloon passengers, and comfortable accommodation for third-class passengers. The vessels are lighted by electricity. Sea passage eight hours. Through-booked passengers and their luggage by this route are conveyed free of charge by omnibus between the Central and Exchange Stations, Liverpool, and the City of Dublin Company's steamers. Fares: cabin, single, 13s. 6d.; return (available six months), 21s.; deck, single, 4s.; return, 6s. 6d.; excursion tickets¹ (available 16 days), 15s. cabin, 5s. deck. **Belfast** (Donegall Quay) to Dublin, Mondays, Wednesdays, and Fridays at 7 p.m. Dublin (North Wall) to Belfast, Tuesdays, Thursdays, and Saturdays, at 7 p.m. Fares: single, 6s. and 3s.; return (2 months), 10s. and 5s.

Messrs. G. & J. Burns maintain a steamship service between Glasgow and Dublin, the voyage taking about twelve hours. Boats leave Greenock on Mondays, Tuesdays, Thursdays and Fridays in connection with the 6.30 p.m. train from Glasgow; and daily, except Sundays, either by this or the Laird Line a vessel leaves North Wall at 6.30 p.m. All the boats call at Greenock. Fares: Cabin, single, 13s. 6d.; return (available two months), 21s.; deck, single, 6s.; return, 9s. 6d.

The **Laird Line Steam Packets** run from Dublin to Glasgow every Wednesday and Saturday. Fares as by Burns line.

The boats of the **Tedcastle Line** leave Liverpool and Dublin about four times a week each way. Fares: 7s. and 3s. single; return, 10s. (available for 2 months) and (available for 1 month) 5s.

A boat leaves **Silloth** for Dublin, calling at **Douglas**, on Tuesdays and Saturdays, according to tide, and returns from Dublin on Mondays and Thursdays. Fares: Silloth to Dublin, 10s. and 5s.; return, 16s. and 8s.; Douglas to Dublin, 7s. and 4s. 6d. single, 10s. and 7s. return.

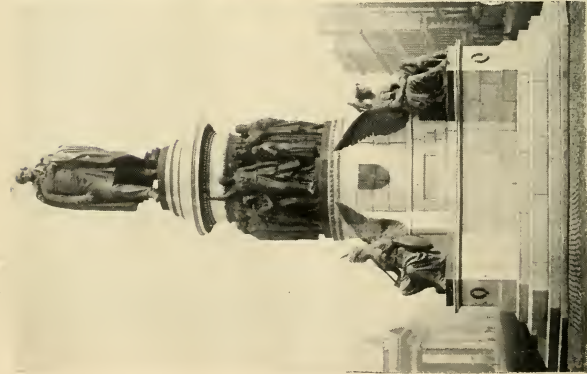
¹ Issued on Fridays and Saturdays.



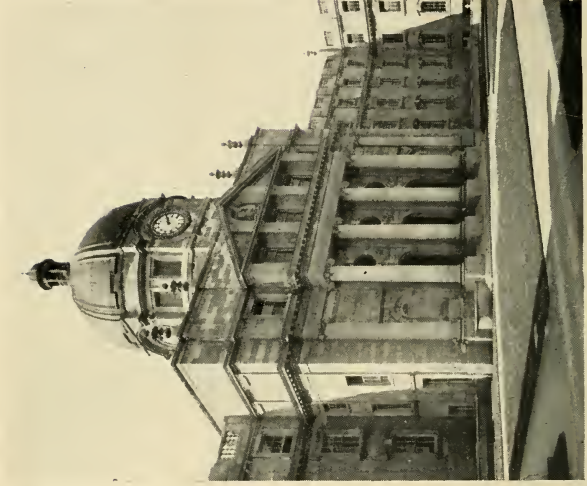
T. F. Geoghegan.]

SACKVILLE STREET, SHOWING O'CONNELL MONUMENT AND NELSON'S PILLAR.

[Dublin.



T. F. Geoghegan,
THE O'CONNELL MONUMENT.



PORTICO, ROYAL COLLEGE OF SCIENCE.



[*Dublin.*
MONUMENT TO CHARLES
STEWART PARNELL.

In the summer the **Isle of Man Steam Packet Co.** run a direct service three times a week between Dublin (City Quay) and Douglas.

HINTS FOR A HURRIED VISIT.

A drive through Sackville, Grafton, Dame and Nassau Streets will show the visitor the best thoroughfares and many of the chief buildings, as well as the beautiful grounds of Trinity College and two large pleasure-grounds—Merrion Square and **St. Stephen's Green**, the latter open to the public. One of the most notable buildings is **Trinity College**, with its unique library and illuminated manuscripts. Opposite is the **Bank of Ireland**, once the Irish Parliament House. In the same street is the **Castle**, and farther on in the same direction is **Christ Church Cathedral**. **St. Patrick's Cathedral** is less than half a mile distant, the network of streets between containing the oldest and most poverty-stricken part of Dublin. A great part of the district has in recent years, however, by the munificence of Lord Iveagh, been laid out as **St. Patrick's Park**, an open space surrounded by well-built artisans' dwellings, etc.

The splendid **National Museum and Library** in Kildare Street, between Nassau Street and Stephen's Green, should be seen, more especially the unique collection of ancient Irish gold ornaments.

Phoenix Park is some 2 miles distant, but can be easily reached by either the Phoenix Park or the Kingsbridge trams. The Park contains a beautifully-planted People's Garden, review grounds, cricket and polo grounds, Zoological Gardens, the Viceregal Lodge, the Chief and Under Secretary's Lodges, a large Military School, and a beautiful hawthorn dell. Some 2 miles beyond the further boundary is **Dunsink Observatory**, which corresponds to Greenwich Observatory. The Astronomer Royal for Ireland has his residence here. Full particulars of all these places will be found by consulting the Index.

Of the suburbs of Dublin, **Howth** should certainly be visited and the fine cliff walk taken. Howth is interesting botanically and geologically, and the view of Dublin Bay, the Dublin and Wicklow Mountains to the south, the Mourne Mountains to the north, and the coast between, with the islands of Lambay and Ireland's Eye in the foreground, is one of great beauty.

A day's expedition to **Drogheda** is one no historian or archaeologist ought to omit. The site of the Battle of the

Boyne is most picturesque, and a visit to the ruins of Mellifont Abbey and of Monasterboice, with the wonderful Irish crosses of the latter place, and the Round Tower, make up a day of unique interest. The Great Northern Railway Company run almost daily excursions in the summer from Dublin at a cheap rate for this round, including train and car fares.

To the south of Dublin the expedition to **Killiney** (the hill should be ascended for the sake of the magnificent views), **Bray**, and some parts of **County Wicklow** should on no account be omitted by the lover of the beautiful.

Tourists proceeding from Dublin to the far-famed Lakes of Killarney or to Cork should see the *Guide to Killarney and South-West Ireland*. Belfast, Antrim and the Giant's Causeway, Londonderry, and the wild Highlands of Donegal are also fully described in companion volumes of this series.

Hotels and Tariffs.

Dublin is well supplied with hotels, many of which have restaurants attached. Among the comfortable and well-ordered houses may be mentioned the Shelbourne, Royal Hibernian, Imperial, Hamman (Turkish Baths attached), Granville, and Jury's. The Edinburgh is among the best of the temperance houses.

At Bray, Greystones, Rathdrum, Glendalough, Kingstown, Malahide, Howth, etc., the hotels are also good. Further afield there is less choice, though each of the headquarters mentioned contains at least one fairly good house.

The tariffs in the following list were supplied by the proprietors themselves, but a line of verification is always a wise precaution. Naturally such an event as an Exhibition or the annual Horse Show in August will cause an inflation of prices. Where accommodation includes *Motor Garage*, a note to that effect is added. *Week-end terms* include dinner or supper on Saturday and breakfast on Monday.

[ABBREVIATIONS: *R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *t.*, tea; *d.*, dinner; *a.*, attendance; *fr.*, from; *temp.*, temperance.]

Dublin.

Adelphi, South Anne Street.

Buswell's.

Central, South Great St. George's Street: *R.*, single, fr. 3/6; double, fr. 6/6; *b.*, 2/6; *l.*, fr. 1/6; *t.*, 1/6; *d.*, 3/6.

Boarding terms: on application.

Clarence, Wellington Quay: *R.*, single, fr. 2/-; double, fr. 4/-; *b.*, 2/-; *l.*, 2/-; *t.*, 1/-; *d.*, 2/6.

Boarding terms: 7/6 per day; 50/- per week; 12/- per week-end.

Commercial, 35, Lower Abbey Street.
Conarchy's.

[**ABBREVIATIONS** : *R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *t.*, tea; *d.*, dinner; *a.*, attendance; *fr.*, from; *temp.*, temperance.]

Edinburgh (*temp.*), 56, Upper Sackville Street : *R.*, single, 3/-; double, 5/6; *b.* or *t.*, fr. 1/6; *l.*, 2/-; *d.*, à la carte; *a.*, nil.

Four Courts, Inns Quay : *R.*, single, fr. 2/6; double, fr. 4/6; *b.*, 2/-; *l.*, 2/-; *t.*, plain, 1/-; *d.*, fr. 2/6; *a.*, nil.

Boarding terms : fr. 7/6 per day; fr. 50/- per week; 11/- per week-end. Motor Garage.

Granville, Upper Sackville Street : *R.*, single, 3/6; double, 5/6; *b.*, 2/6; *l.*, 2/-; *t.*, 1/-; *d.*, 3/6; *a.*, nil.

Boarding terms : fr. 8/6 per day; fr. 55/- per week; 17/- per week-end.

Gresham, Sackville Street : *R.*, single, 4/6; double, 8/-; *b.* or *l.*, 2/6; *t.*, 1/6; *d.*, 4/6.

Boarding terms : 12/6 per day; 70/- per week.

Grosvenor, Westland Row.

Hamman, Sackville Street.

Imperial, Sackville Street : *R.*, single, 4/-; double, 8/-; *b.*, 2/6; *l.*, 2/6; *t.*, 1/-; *d.*, 4/6.

Boarding terms : 10/6 per day; 73/6 per week; 21/- per week-end.

Ivanhoe, Harcourt Street.

Jury's, College Green : *R.*, single, 3/6; double, 6/-; *b.* or *l.*, 2/-; *t.*, 1/-; *d.*, 3/6; *a.*, nil.

Boarding terms : 10/6 per day; 63/- per week; 17/6 per week-end.

Kilworth, Kildare Street.

Maple's, Kildare Street.

Metropole, Sackville Street : *R.*, single, 4/-; double, 6/6; *b.*, 2/6; *l.*, 3/6; *t.*, 1/6; *d.*, 4/6.

Boarding terms : 12/- per day; 63/- per week; 20/- per week-end. Motor Garage.

Molra, Trinity Street (College Green).

Moran's (*temp.*), corner of Talbot and Gardiner Streets : *R.* and *b.*, 4/-; *l.*, 2/-; *t.*, 1/-; *d.*, 2/6; *a.*, nil.

Boarding terms : fr. 7/6 per day; fr. 42/- per week; 12/6 per week-end.

North-Western, North Wall : *R.*, single, fr. 4/-; double, fr. 6/6; *b.* or *l.*, 2/6; *t.*, 1/-; *d.*, 4/-.

Boarding terms : 63/- per week.

Ormond, Ormond Quay.

Ross's, Parkgate Street : *R.*, single, fr. 2/6; double, fr. 5/-; *b.*, 2/-; *l.*, 2/-; *t.*, 1/-; *d.*, 2/6; *a.*, nil.

Boarding terms : 8/6 per day.

Royal Exchange (*temp.*), Parliament Street.

Royal Hibernian, 48, Dawson Street : *R.*, single, fr. 4/-; double, fr. 8/-; *b.*, 3/-; *l.*, 3/-; *t.*, 1/-; *d.*, 5/-.

Boarding terms : fr. 70/- per week. Motor Garage.

St. Andrew's, Exchequer Street : *R.*, single, 2/6; double, 5/-; *b.*, 2/-; *l.*, 1/6; *t.*, 1/-; *d.*, 2/6.

Boarding terms : 7/6 per day; 50/- per week; 14/- per week-end.

Standard (*temp.*), Harcourt Street.

Shelbourne, St. Stephen's Green : *R.*, fr. 4/-; double, fr. 8/6; *b.*, fr. 2/-; *l.*, fr. 2/6; *t.*, fr. 1/-; *d.*, 5/-; *a.*, nil.

Boarding terms : fr. 12/6 per day; fr. 84/- per week. Garage.

Warren's (*temp.*), 6, Exchequer Street : *R.*, single, 2/6; double, 4/-; *b.*, fr. 1/-; *l.*, fr. 1/6; *t.*, fr. 1/-; *d.*, fr. 1/6; *a.*, nil.

Boarding terms : fr. 6/- per day; fr. 35/- per week; fr. 10/6 per week-end.

Waverley, 4, Lower Sackville Street.

Wicklow, Wicklow Street : *R.*, single, 2/6; double, 5/-; *b.*, 2/-; *l.*, 2/-; *t.*, 1/-; *d.*, 2/6.

Aughrim.

Ardee (*temp.*) : *R.*, single, 2/-; double, 3/6; *b.*, fr. 1/-; *l.*, fr. 1/6; *t.*, fr. 1/-; *d.*, fr. 2/6.

Boarding terms : 6/- per day; 35/- per week.

Bray.

Grand International.

Station : *R.*, single, fr. 3/-; double, fr. 5/-; *b.*, 2/6; *l.*, 2/6; *d.*, fr. 4/-; *a.*, 1/-.

Boarding terms : fr. 9/- per day; 63/- per week; 18/- per week-end.

Esplanade : *R.*, single, fr. 3/-; double, fr. 4/-; *b.*, fr. 1/3; *l.*, fr. 1/6; *t.*, fr. 1/3; *d.*, fr. 2/6.

Boarding terms : fr. 7/6 per day; fr. 49/- per week; fr. 12/6 per week-end.

[ABBREVIATIONS.—*R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *t.*, tea; *d.*, dinner; *a.*, attendance; *fr.*, from; *temp.*, temperance.]

Bray Head : *R.*, single, 3/-; double, 5/-; *b.* or *l.*, 2/6; *t.*, 1/-; *d.*, 3/6; *a.*, 1/-.

Boarding terms : 9/- per day; 56/- per week; 18/- per week-end. Motor Garage.

Fitzwilliam.

Trafalgar (*boarding*).

Sea Verge.

Wave Crest.

Dalkey.

Queen's.

Delgany.

Lawless.

Glen View, Glen of the Downs : *R.*, single, 2/6; double, 4/6; *b.*, 2/-; *l.*, fr. 1/6; *t.*, 1/-; *d.*, fr. 2/6.

Boarding terms : 7/- per day; 45/- per week; 13/- per week-end. Motor Garage.

Drogheda.

White Horse : *R.*, single, 2/6; double, 4/6; *b.*, fr. 1/-; *l.*, fr. 1/6; *t.*, fr. 1/-; *d.*, 2/6; *a.*, nil.

Boarding terms : 7/6 per day; 50/- per week. Garage.

Enniscorthy.

Portsmouth Arms.

Enniskerry.

Powerscourt Arms.

Glendalough.

Royal : *R.*, single, 3/6; double, 6/-; *b.*, 2/6; *l.*, 2/6; *t.*, 1/-; *d.*, 3/6.

Boarding terms : 10/- per day; fr. 49/- per week; 18/- per week-end.

Lake.

Glenmalure.

Anderson's : *R.*, single, 2/6; double, 5/-; *b.* or *l.*, 2/-; *t.*, 1/-; *d.*, 2/6; *a.*, nil.

Boarding terms : 8/- per day; 50/- per week; 14/- per week-end. Motor Garage.

Gorey.

Railway.

Greystones.

Grand : *R.*, single, 3/-; double, 6/-; *b.*, 2/6; *l.*, 2/6; *t.*, 1/-; *d.*, 4/-.

Boarding terms : fr. 9/- per day; fr. 52/6 per week; 18/- per week-end. Motor Garage.

Golf.

Seapatrik (*private*) : *Boarding terms* : 8/- per day; fr. 152/6 per week; 15/- per week-end. Motor Garage.

Howth.

Claremount : *R.*, single, fr. 3/6; double, fr. 5/-; *b.*, fr. 1/6; *l.*, 2/6; *t.*, 1/-; *d.*, 3/6.

Boarding terms : fr. 52/6 per week.

Royal.

St. Lawrence.

Waverley (*boarding*.)

Kingstown.

Royal Marine : *R.*, single, fr. 4/6; double, 6/6; *b.*, 3/-; *l.*, 2/6; *t.*, 1/-; *d.*, 4/-.

Boarding terms : fr. 12/- per day; fr. 70/- per week; 24/- per week-end. Motor Garage.

Royal Mail : *R.*, single, fr. 3/6; double, fr. 5/-; *b.*, fr. 1/6; *l.*, 2/6; *t.*, 1/-; *d.*, 3/6.

Boarding terms : fr. 52/6 per week.

Wave Crest.

[ABBREVIATIONS.—*R.*, bedroom; *b.*, breakfast; *l.*, luncheon; *t.*, tea; *d.*, dinner; *a.*, attendance; *fr.*, from; *temp.*, temperance.]

Ross' Victoria.**Pier.**

Grosvenor (*temp.*): *R.* and *b.*, single, 3/6; double, 7/-; *l.*, 1/6; *t.*, 1/-; *d.*, 2/-; *a.*, nil.

Boarding terms: 7/6 per day; fr. 35/- per week; 15/- per week-end. Motor Garage.

Wave Crest (*boarding*).

Salthill, Monkstown: *R.*, single, 4/6; double, 7/6; *b.* or *l.*, 2/6; *t.*, 9d.; *d.*, 4/-; *a.*, nil.

Boarding terms: 10/- per day; 63/- per week; 18/- per week-end. Motor Garage.

Lucan.**Spa Hotel and Hydro.****Malahide.**

Grand: *R.*, single, fr. 3/-; double, fr. 5/-; *b.*, 2/6; *l.*, 2/6; *t.*, 1/-; *d.*, 4/-;

Boarding terms: fr. 9/- per day; fr. 63/- per week; 20/- per week-end. Motor Garage.

Ovoca.**Redmond's Ovoca.****Vale View.****Rathdrum.**

Grand Central: *R.*, single, 4/-; double, 7/-; *b.* or *l.*, fr. 2/-; *t.*, 1/-; *d.*, 4/-; *a.*, nil.

Boarding terms: 9/- per day; 60/- per week; 17/6 per week-end. Motor Garage.

O'Leary's: *R.*, single, 2/-; double, 3/-; *b.*, 1/6; *l.*, 2/-; *t.*, 1/-; *d.*, 2/6.

Boarding terms: 6/6 per day; fr. 42/- per week; 12/- per week-end. Motor Garage.

Barry's.**Rathnew.****Newrath Bridge.****Rosslare.**

Strand, Rosslare Strand: *R.*, single, 3/6; double, 7/-; *b.*, 2/6; *l.*, 2/-; *t.*, 1/-; *d.*, 3/6; *a.*, nil.

Boarding terms: 10/6 per day; 55/- per week; 21/- per week-end. Motor Garage.

Roundwood.**Prince of Wales.**

Royal: *R.*, single, 2/-; double, 3/-; *b.* or *l.*, 1/6; *t.*, 9d.; *d.*, 2/-.

Boarding terms: 5/- per day; 30/- per week; 10/- per week-end. Motor Garage.

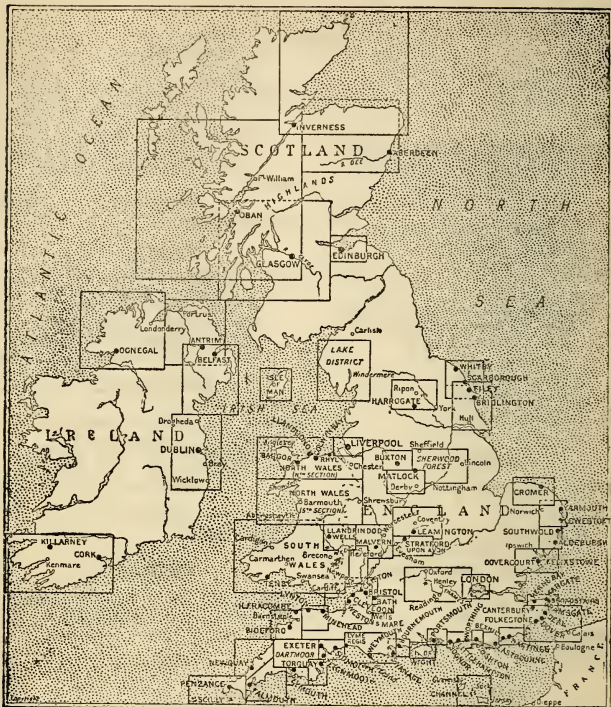
Sutton.**Golfers' Hotel.****Strand.****Wexford.**

White's: *R.*, single, fr. 2/6; double, fr. 5/-; *b.*, fr. 1/6; *t.*, fr. 1/-; *d.*, fr. 3/-; *a.*, 1/- . Motor Garage.

Wicklow.**Grand.****Green Tree.****Bridge.****Woodenbridge.**

Woodenbridge: *R.*, single, fr. 3/6; double, fr. 5/-; *b.* or *l.*, fr. 1/6; *t.*, fr. 1/-; *d.*, 3/6.

Boarding terms: fr. 9/- per day; fr. 63/- per week. Garage.



AREAS COVERED BY THE SHILLING GUIDES TO THE BRITISH ISLES
(See List on page 8.)

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PRELIMINARY INFORMATION.

BEFORE dealing in detail with the many and varied objects of interest in Dublin, it may be well to set out in alphabetical order a number of miscellaneous items of importance to visitors.

Amusements.

Dublin is fairly well supplied with places of amusement. The theatres are the **Gaiety** in King Street, close to the Stephen's Green end of Grafton Street; the **Theatre Royal**, Hawkins Street; the **Queen's** and **The Abbey**, Lower Abbey Street. The last-named is devoted exclusively to the production of Irish plays and dramatic works by Irish writers. There are also the **Empire Palace Theatre**, Dame Street, and the **Tivoli**, Burgh Quay, both well-managed and well-arranged music halls.

Concerts are given periodically by Dublin musical societies in the Rotunda, Upper Sackville Street, and in the Antient Concert Rooms, Brunswick Street, close to Westland Row Station.

There are several cinematograph theatres, some with tea and smoke lounges adjoining.

The famous **Horse Show** is held in August, in the grounds of the Royal Dublin Society at Ball's Bridge (trams pass the door). Here jumping competitions take place and there are parades of various classes of horses. In these grounds also winter and spring **Cattle Shows** are held.

In Phoenix Park military reviews are held, and polo, cricket and other matches take place. **Races** are held at Leopardstown (a few miles out of Dublin: trains run to the grounds from Harcourt Street Station); at Baldoye (Sutton), on the Great Northern Railway; at Punchestown; at the Curragh (the military camp in Co. Kildare), and elsewhere. The race meetings in Phoenix Park have come to be regarded as the most popular and important in Ireland. The course

is prettily situated at Ashtown, reached by a pleasant drive through the Park, or by Midland Railway from Broadstone station. The Phoenix Park Race Company was established in 1904.

Fishing, golf, etc., are dealt with under separate headings.

Banks.

The **Bank of Ireland** is in College Green." Close by are the **Royal Bank**, with several branches in Dublin and the suburbs; the **Hibernian Bank**, also with many branches; the **National Bank**, the **Provincial Bank**, and the **Munster and Leinster Bank**. All these have fine offices in College Green or Dame Street. The **Northern Banking Company**, the **Belfast and Ulster Banks**, and several others, have branches in Dublin.

Cars.

Of course no one would visit Dublin without trying its well-known cars. They are generally capital vehicles, many with rubber tyres, and excellently horsed. A "set down" within the boundary costs sixpence for two persons, between 9 a.m. and 10 p.m. The North Wall Station is the only terminus outside the boundary. By time, the charges are 1s. 6d. an hour within the boundary, 2s. beyond for either cab or car; every subsequent half-hour, 6d. Luggage, 2d. per package. Small hand-carried articles not counted. The cabs, as a rule, are small and poor.

Charities.

The charities of Dublin are bewilderingly numerous. There are close upon 400 altogether. Of these the **Hospitals** naturally take a leading place. They are for the most part strictly undenominational. The best known are the *Royal City of Dublin*, *Sir Patrick Dun's*, the *Rotunda* (for women only, as is also the *Coombe*), the *Meath*, *Mercers*, the *House of Industry Hospitals* (in receipt of a Government grant and comprising the *Hardwicke Fever*, the *Whitworth Medical* and the *Richmond Surgical Hospitals*, and *Steeven's Hospital*) and the excellent *Hospital for Incurables* standing in spacious grounds at Donnybrook. The *Adelaide Hospital* is chiefly for Protestants, while the *Mater Misericordiæ* (the largest hospital in Dublin), *St. Vincent's* in Stephen's Green, *Jervis Street* (one of the oldest in Dublin, but lately rebuilt), are nursed by

Roman Catholic sisterhoods, but receive patients without distinction of creed. This is also true of the excellent Hospice for the Dying at Harold's Cross. Most of the hospitals have medical schools attached, and also train and send out nurses to private cases. There is a large Nursing Institute in Upper Baggot Street. St. Patrick's Nurses' Home in Stephen's Green is for district nursing among the sick poor, and St. Lawrence Home for similar work among the Roman Catholics. Besides the general hospitals, there are three for children in Harcourt Street, Merrion Street and Temple Street; a splendidly-equipped Eye and Ear Hospital; a Dental Hospital in Lincoln Place, and several Convalescent Homes in the immediate neighbourhood of Dublin; a Hospital for Consumption in Co. Wicklow, a Medical Mission, and numerous private pay hospitals—some with excellent appliances and operating theatres.

Of other charities, **Orphanages, Children's Homes, and Industrial Schools** are the most notable. These are both Roman Catholic and Protestant. The largest is the R.C. Industrial School for Boys at Artane; that for Protestant boys is at Blackrock, and that for Protestant girls at Bray, while there are numerous schools for R.C. girls, mostly in the suburbs, at Merrion, Blackrock, Sandymount, etc. It may be noted that in Ireland there are more girls in the Industrial Schools than boys. There are also numerous Orphanages, both for boys and girls, doing excellent work. The boarding-out system is adopted in some cases; for example, by the Protestant Orphan Society, which has over 400 children under its care, and was the 'first society in Great Britain to adopt this principle. There are Masonic Boys' and Girls' Schools—the latter a fine building at Ball's Bridge, on the tram route to Kingstown; a large Military School for the sons of soldiers in Phoenix Park, besides many schools and homes in connection with the Irish Church Mission. In fact, the Children's Homes are too numerous to mention. The Cottage Home for Little Children in Kingstown is perhaps unique, as it receives children from a few weeks old to seven years, in order to enable the surviving parents to earn their living. There is an excellent school for blind girls (R.C.) at Merrion, and one for Protestants in Leeson Park; for the deaf and dumb (R.C.) at Cabra; and for Protestants at Claremont, near Glasnevin; a Cripples' Home in Bray, and several admirable homes for the aged. Of these, one for women only is the Mageough Home

in Palmerston Park, another in Adelaide Road; an old Men's Asylum in Northbrook Road; while under Sheils' charity twenty-four houses—open to both men and women—have been built at Stillorgan, close to the excellent Convalescent Home there.

Churches and Chapels.

In Ireland places of worship used by Protestants are generally called Churches and those of the Roman Catholic community Chapels. The Sunday Services at nearly all Protestant places are at 11.30 a.m. and 7 p.m., except the Presbyterian, which begin at 12 noon, and the Friends at 11. At many of the Church of Ireland churches there is a celebration of Holy Communion at 8 a.m. on Sundays. The following are the principal places of worship in Dublin—

CHURCH OF IRELAND.

- | | |
|--|--|
| St. Patrick's Cathedral —11.15 and 3.15; week-days, 10 and 4. | |
| Christ Church Cathedral —11.15 and 4; week-days, 10.45 and 4. | |
| Chapel Royal, Dublin Castle —11.30 and (in February and March) 5; daily (when the Lord-Lieutenant is in residence), 10. | |
| Dublin University Chapel —9.45 and 5; week-days, 8.30 and 5; holy days as on Sunday. | |
| Royal Hibernian Military School, Phoenix Park —11 and 4. | |
| Royal Hospital, Kilmainham —11 and 3. | |
| Albert Chapel —12 and 7. | Rotunda Chapel —11.30 and 4. |
| Arbour Hill Military Chapel. | St. Stephen's, Upper Mount Street. |
| St. Andrew's, St. Andrew's Street. | St. Thomas's, Marlborough Street. |
| St. Ann's, Dawson Street. | St. Werburgh's and St. John's, Werburgh Street. |
| St. Barnabas', Upper Sheriff Street. | Bethesda, Dorset Street. |
| St. Bartholomew's, Clyde Road. | Free Church, Great Charles Street. |
| St. Bride's, Bride Street. | Mariners' Church, Forbes Street. |
| St. Catherine's, Thomas Street. | North Strand. |
| St. George's, Hardwicke Place. | Old Molyneux, Peter Street. |
| St. James's, James Street. | Trinity Church, Lower Gardiner Street. |
| St. Mark's, Great Brunswick Street. | Christ Church, Leeson Park. |
| St. Mary's, Mary Street. | Grangegorman. |
| St. Mary's, Mountjoy Street. | Zion Church, Rathgar. |
| St. Mary's, Donnybrook. | Baggotrath, Upper Baggot Street. |
| St. Matthias's, Adelaide Road. | Magdalen Asylum, Leeson Street. |
| St. Michan's, Church Street. | |
| St. Paul's, King Street. | |
| St. Peter's, Aungier Street. | |

Sunday Services—11.30 and 7.

ROMAN CATHOLIC.

Mass is ordinarily celebrated every half-hour from six o'clock on Sunday mornings in summer (seven in winter) until twelve, and on week-days until eleven, at most of the chapels. High Mass in the Pro-Cathedral, Marlborough Street, and elsewhere, as a rule, at twelve o'clock. In addition to the Cathedral and the chapels belonging to the various religious orders, the following are the chief Catholic Chapels in Dublin—

Church of the Immaculate Heart of Mary , City Quay.	St. Laurence O'Toole's , Seville Place.
St. Andrew's , Westland Road.	St. Michael's and St. John's , Exchange Street.
St. Agatha's , North William Street.	St. Michan's , North Anne Street.
St. Audoen's , High Street.	St. Nicholas's , Francis Street.
St. Catherine's , Meath Street.	St. Paul's , Arran Quay.
St. Francis Xavier's , Upper Gardiner Street.	St. Saviour's , Lower Dominick Street.
St. James's , James Street.	Catholic University , Stephen's Green.
St. Joseph's , Berkeley Street.	
St. Kevin's , Harrington Street.	

PRESBYTERIAN.

There are several Presbyterian places of worship in Dublin and the suburbs; among the more important being:—

Rutland Square.	Welsh Presbyterian,	Blackrock.
Upper Ormond Quay.	Talbot Street (11 and 6.30).	Bray.
Adelaide Road.		Clontarf.
Lower Abbey Street (General Assembly).	Donore.	Sandymount.
Lower Abbey Street (United Free).	Rathgar.	Howth.
	Kingstown.	

Sunday Services—12 and 7.

METHODIST.

Wesley College is on the south side of Stephen's Green, and the Society has churches at—

Lower Abbey Street.	South Great George Street.	Bray.
Blackhall Place.		Rathgar.
Rathmines.	Victoria Street.	Ringsend.
Kingstown.	St. Stephen's Green	Blackrock.
Clonliffe.	S.	Dalkey.
Sandymount.	Charleston Road.	Howth.

Sunday Services—11.30 and 7.

Congregational at Kilmainham, at York Street, and Kingstown—11.30 and 7.

Baptist, Lower Gardiner Street, Phibsboro' Road, and Harcourt Street—11.30 and 7.

Moravian, 15, Bishop Street—11.30.

Friends, at 6, Eustace Street ; Monkstown ; Dundrum ; and Bray.
 Services, 11 and 7 (except Bray, 11.30).
Catholic Apostolic, Adelaide Road.
Unitarian, Stephen's Green—12 and 7.
Merrion Hall (Evangelical), Merrion Street—12 and 7.
Plymouth Brethren, 40, Westland Row, Grosvenor Hall, etc.—11.
Jews' Synagogue, Adelaide Road.

Climate.

The climate of Dublin is mild and somewhat relaxing. The mean temperature is 47.60, and the annual rainfall 27 inches. The climate all over Ireland is decidedly more equable than that of London, the temperature seldom falling so low as freezing point.

Clubs.

Kildare Street, Kildare Street.
University, 17, Stephen's Green, N.
United Service, 8, Stephen's Green, N.
Friendly Brothers, 22, Stephen's Green.
Alexandra (ladies only), 134, Stephen's Green.
United Arts (ladies and gentlemen), 44, Stephen's Green, E.
Stephen's Green, 9, Stephen's Green, N.
Ulster, Rutland Square, E.
Sackville Street, Upper Sackville Street.
Conservative, 41, Dawson Street.
Constitutional, 62, Dawson Street.
Automobile, 34, Dawson Street.
Y.M.C.A., 43, Upper Sackville Street.

There are also yacht, lawn tennis, chess, golf, cricket, rowing, and turf clubs, etc.

Cycling and Motoring.

On the whole, Ireland is a capital country for cycling and motoring. The Dublin roads are not very good, but they are being much improved by remetalling and steam-rolling, and in other parts the surface is usually hard and good. Of course, the best scenery is in the most hilly districts, but even these roads, though rough, are quite feasible to cyclists. It is easy for a good rider to cycle from Dublin to many of the beautiful spots in County Wicklow and back in a day. There are good and fairly level roads running almost parallel with the sea and with the railway all the way from Dublin to the

town of Wicklow. Inland the roads are more hilly, but the scenery is far finer. Of scenery of a wild and desolate nature the Military Road provides the finest in County Wicklow. It is reached from Rathfarnham by Killakee, Glencree, and Sally Gap (whence a divergence may be made to see Lough Tay), and thence to Laragh. This road is all rideable, though in places rough. The road and the views from Sally Gap to Brittas are good. About Woodenbridge the roads are excellent for cycling.

Road Routes from Dublin.

The *Dublin and South-Eastern Railway* make a uniform charge of *sixpence* for bicycles, whatever the distance.

G.P.O. to Bray.—(a) 13 miles. *Viâ* Donnybrook, Stillorgan, Foxrock, and Cabinteely. Surface good. Gradual ascent to Foxrock. Pretty wooded road, with charming views of the Dublin and Wicklow hills.

(b) 16 miles. *Viâ* Dundrum, the Scalp (a rocky defile, at the foot of Ballycorus hill, where are lead mines, recognizable from afar by the high chimney which runs a long way up the hillside, and has an external staircase to the top), and Enniskerry, a pretty village on a steep hill, close to the Dargle and Powerscourt. This ride is rather hilly. The surface of the road is good, and gives fine views.

(c) 15½ miles. *Viâ* Kingstown, Dalkey, and Vico Road. This route follows the tram-lines to Dalkey, and runs close to the sea almost the whole way. Beyond Dalkey this is also a very pretty road.

(d) Another fine ride from Dublin is by Tibbradden to Glencullen, joining the Scalp road at Kilternan. There is a long hill at Killakee, and at Glencullen. This road runs round the farther side of the Two Rock mountain, which may easily be ascended, leaving the cycle at any cottage. The views are splendid and white heather plentiful.

To Glencree (13 miles), *viâ* Rathfarnham and Killakee and the Military Road, on to Lough Bray and Sally Gap (18 miles); thence to Lough Tay (20½ miles) and Roundwood (25 miles). This is a hilly ride, and considerable walking is necessary, but the views are extremely fine.

Bray to Glencree, *viâ* Enniskerry (9½ miles). This road ascends most of the way, and there is one bad hill.

To Glendalough. The usual route is by Dundrum, the Scalp, Roundwood, and Annamoe. Another way is to take the tram from Terenure to Baltyboy's Bridge, thence riding *viâ* Togher and Wicklow Gap, sixteen miles of cycling, with a fine run down from Wicklow Gap and excellent surface, but

the road from Togher to the Gap is hilly and rather rough. Another route, giving about 22 miles of cycling, is by tram to the Lamb, thence cycle to Cloughleagh Bridge, thence by Coronation Plantation and along the valley of the Liffey to Sally Gap, 1,600 ft. high, but there are long, rough, and steep hills here. From Sally Gap to Glenmacnass (6 miles) by the Military Road there is a descent (road rough) and magnificent scenery. After that there comes a fine six miles to Laragh, on a level and macadamized road, thence over the bridge, and the road to the right brings one to Glendalough. This Military Road from Sally Gap to Glenmacnass and thence to Laragh gives twelve miles of perhaps the finest mountain scenery in Co. Wicklow.

The return from Glendalough can be made to Rathdrum through the Vale of Clara, by taking the road on the right hand just before reaching Laragh Bridge. The train can be taken from Rathdrum, if desired, either back to Dublin or further south towards the Meeting of the Waters and Woodenbridge. A road to the right will be noticed ascending from Glendalough; this leads to Lough Nahanagan and Wicklow Gap.

The Wicklow roads are generally rather hilly and indifferently engineered.

In cycling south of Bray, the Glen of the Downs road will be found better than that by Windgates and Kilcool.

Educational.

Dublin abounds in educational institutions, including **Trinity College** (Dublin University), with its hundreds of students; the **National University**, with its affiliated Colleges, open to both men and women; the **Alexandra College**, for women only, and the **Alexandra School for Girls**. The **Medical Schools** in Dublin are large and deservedly noted. In Stephen's Green are **St. Andrew's College**, a **Presbyterian Boys' School**, the **Wesleyan College**, and the **Catholic University**. The **Model School** in Marlborough Street is in connection with the National Board of Education, and there are **Teachers' Training Colleges** in Kildare Street, Baggot Street and Drumcondra. Higher science instruction is given at the **Royal College of Science**, and art instruction at the **Metropolitan School of Art**.

Fishing and Shooting.

There is free trout fishing in many of the Wicklow rivers. Rathdrum is the nearest station for several of these, such as the *Avonbeg*, *Annamoe*, *Avonmore*, etc. From Aughrim

others can be reached. *Lough Dan* can be reached from Rathnew, Wicklow, or Bray stations.

There is good **Grouse Shooting** on many of the hills in County Wicklow.

County Meath and County Kildare are the chief hunting centres within easy reach of Dublin.

The facilities for fishing in County Wicklow are thus tabulated in the Railway Company's *Guide* :—

	Nearest Station.	Remarks.
Annamoe river .	Rathdrum. .	Very good ; free.
Aughrim river .	{ Woodenbridge } { or Aughrim }	The whole free.
Aughavanagh .	Aughrim . .	Various small streams free.
Avonbeg river .	Rathdrum. .	The whole of this river is free, except on Lord Meath's portion, on which the following charges are made : 2s. day, 5s. week, 30s. month.
Avonmore river	Rathdrum. .	Parts free.
Bray river from mouth to weir	Bray . . .	Tickets on application to the Earl of Meath's Estate Office, Bray : for a day, 2s. ; week, 5s. ; month, 15s. ; season, 30s.
Lough Dan . .	{ Rathnew or } { Wicklow }	Free. Boats can be hired on the lake.
Deering river .	Aughrim . .	Free.
Derry river . .	Aughrim . .	Free.
Glendalough Upper Lake	Rathdrum. .	By permission of the proprietors, the fishing on this lake is free to visitors stopping at Royal Hotel.
Lower Lake	Rathdrum. .	Free ; also various small rivers.
Glencalo river .	Rathdrum. .	Free.
Glenmalure . .	{ Rathdrum or } { Ovoca }	Various small streams free.
Kelly's Lough, Glenmalure	{ Rathdrum or } { Aughrim }	On side of Lugnaquilla Mountain, free.
Potter's river .	Wicklow . .	Free.
Three Mile Water	Wicklow . .	Free.
Vartry river .	{ Rathnew or } { Wicklow }	From Ballinastoe Bridge to the Corporation Reservoir, free. (Very good in early part of season.)

Golf Links near Dublin.

The links (18 holes) of the *Royal Dublin* club are at Dolly-

mount, reached by electric tram. Visitors (introduced), 2s. 6d. per day. Sunday play for members and their friends only.

The **Malahide** club links (9 holes) are open to visitors (introduced) free for 3 days; then 1s. a day (Saturdays, 2s.) or 5s. a week. Ladies' club in connection.

The 18-hole course of the *Island Club* on the Island is among the best in Ireland. Visitors at Grand Hotel 2s. a day (which fee includes use of ferry from Malahide). Others must be introduced, and may play on Sundays, without caddies. Ladies' club in connection.

The 18-hole course of the **Portmarnock** club is at Baldoyle, 1 mile from Sutton station. Conveyances meet trains. Visitors, 2s. day, 10s. week, 30s. month.

Riverside Club, Portmarnock (9 holes), 1s. day (Saturdays and Sundays, 2s. 6d.).

Rathfarnham links (9 holes) are reached by train or tram. Visitors (introduced), 1s. per day; Saturdays (October to May), 2s. 6d. Ladies' club in connection.

At **Clontarf** a splendid course was opened in 1912.

Skerries links (9 holes), a mile from station; conveyance by car. Sunday play. Visitors, 1s. a day (Saturdays and Bank Holidays, 2s.), 5s. week, 15s. month (July and August, 7s. 6d. week, £1 month).

Sutton links (9 holes). Visitors, 2s. 6d. day, 7s. 6d. week, 21s. month.

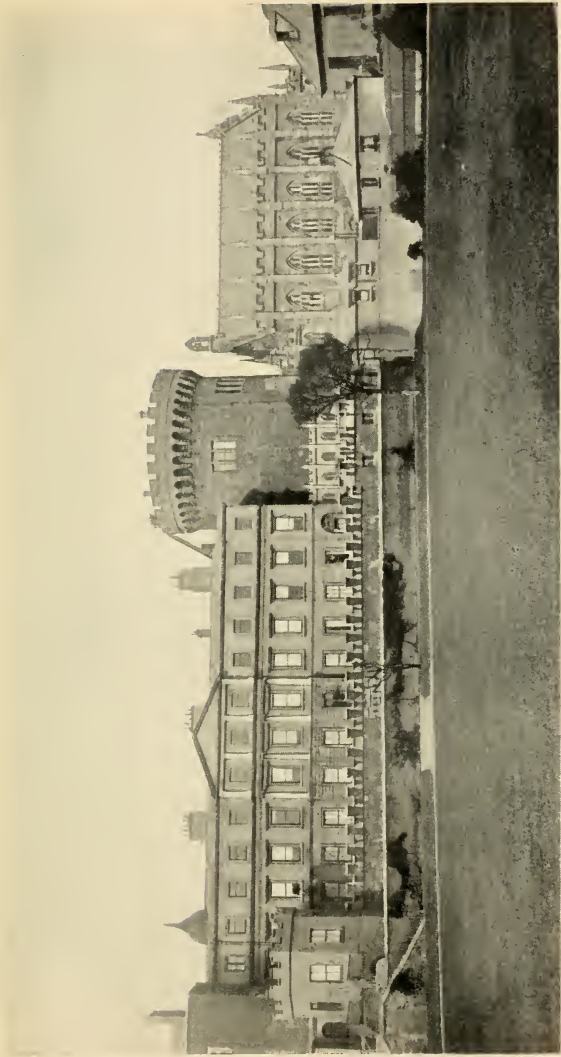
The **Lucan** club's links (9 holes) are reached by tram. Visitors, 1s. day, 2s. 6d. week, 7s. 6d. month. Sunday play. Ladies' club in connection.

Two miles from Lucan is the 18-hole course of the *Hermitage Club*, conveniently reached from Dublin by Lucan electric car. Visitors, 1s. 6d. day (Saturdays, Sundays and holidays, 2s. 6d.) Ladies' club in connection.

Foxrock links (9 holes), near Foxrock station. Visitors, 1s. day, 7s. 6d. week, 20s. month. Sunday play. Also ladies' club.

Bray links (9 holes). Visitors introduced, 1s. 6d. day, 5s. week, 10s. month; others, 2s. 6d. day, 10s. week. Visitors at Station, International or Bray Head hotels, 1s. 6d. day, 6s. week. No visitors allowed on Saturdays or competition days. Sunday play after 1.30; visitors, 2s. 6d. Also ladies' club.

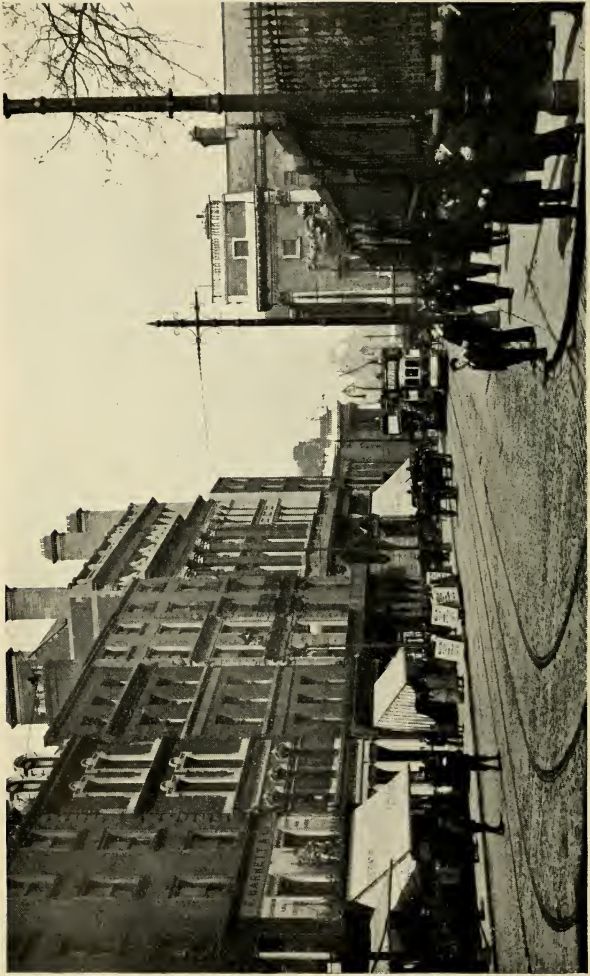
Killiney links (9 holes) are 1¼ miles from the station. Visitors, 1s. day (Saturdays and Sundays, 2s.; holidays, 5s.),



R. Welch,]

DUBLIN CASTLE : THE CHAPEL ROYAL AND BIRMINGHAM TOWER.

[Bellast.



Lafayette,

GRAFTON STREET.

[Dublin.

7s. 6d. week, and 20s. month in winter (summer, 10s.). Ladies' club in connection.

Delgany links (18 holes) are two miles from Greystones station; conveyance by car. Visitors, 1s. day; Sundays, 2s.; holidays, 3s.

Woodenbridge (9 holes). Visitors, 2s. day, 6s. week, 10s. month. Sunday play.

Wicklow (9 holes) course, a mile from Wicklow station. Conveyance by car. Visitors, 1s. day, 5s. week, 10s. month. Sunday play.

Greystones (9 holes). Visitors, 5s. week, 10s. month (June to September, 10s. week, 15s. fortnight, 20s. month). Visitors at Grand Hotel, 1s. day, 3s. 6d. week.

Kingstown (18 holes), at Eglinton Park, near tram and station. Visitors, 1s 6d. day (Saturdays and Bank Holidays, 2s. 6d.), 7s. 6d. week, 20s. month.

There are also 9-hole courses at **Grange**, 2 miles beyond Rathfarnham; **Kilmashogue**; **Carriekmines**; **Finglas**, reached by Glasnevin tram; **Milltown**; **Robin Hood**, near Clondalkin; **Stillorgan**, near Blackrock; etc.

Government.

The city returns four Members to Parliament. The Corporation consists of the Lord Mayor (elected annually in January), twenty aldermen and sixty town councillors, four from each ward.

The city and neighbourhood are in charge of the Metropolitan Police. They are an extraordinarily stalwart body of men. The Royal Irish Constabulary are the police for other parts of Ireland.

Hotels and Tariffs.

See Introduction, pp. 18-19.

Industries.

Partly on account of the want of coal, the manufactures and industries of Dublin are not many. The best-known is **Guinness's Brewery** (stout and Dublin porter) in James' Street, with stores extending to their quay on the river Liffey, not far from Kingsbridge. (*Visitors are conducted through the Brewery in parties of not more than twenty every hour from 11 to 3, on Saturdays 11 to 12 only.*) The Brewery

Dublin (c)

was bought by Arthur Guinness in 1759, and turned into a limited company in 1886, when it was sold for six millions. The name "porter" is said to have arisen from the fact that stout was so much drunk by London porters. The buildings cover about 40 acres, and are on three levels, connected by a miniature narrow-gauge railway with a spiral tunnel between the levels. The stout is stored in huge vats before being sold, the largest holding over 88,000 gallons. The casks used are made on the premises, at the rate of about a thousand a week. It is partly the roasting of the malt that gives its dark colour to the porter. The firm has a high reputation for the treatment of its employés, who number over 3,000.

There are a few smaller porter makers in Dublin and the neighbourhood, and several distilleries, such as Messrs. Jameson's, Messrs. Power, Roe, etc. The last-named is near Christ Church Cathedral, which was restored by Mr. Roe, as was St. Patrick's by Sir Benjamin Guinness.

There are also a considerable number of **Mineral Water** makers—Messrs. Cantrell & Cochrane (off Nassau Street, with a well known as St. Patrick's Well), Messrs. Bewley, Messrs. Thwaites, etc.

There are large locomotive works at Inchicore in connection with the Great Southern and Western Railway, and some comparatively small linen-weaving and cotton-spinning factories, paper-making mills, etc.

Sir Howard Grubb's optical works at Rathmines have a world-wide fame. Telescopes and other astronomical instruments made here are found in observatories all over the world.

One of the specialities of Dublin, made nowhere else in the world, is **Poplin**. This industry was introduced by the Huguenots in 1693. The material is made of specially pure and good silk as the warp, and very fine wool as the weft. It is characterized by fine finish and softness and interminable wear. Hand-weaving still obtains, and the trade, which some years ago had greatly fallen off owing to the caprices of fashion, has of late extended largely, thanks to the popularity of Irish poplin ties, both for ladies' and men's wear. A great improvement in quality and a striking increase in the variety of designs have led to an extensive foreign and colonial demand. Messrs. Atkinson of College Green, the leading firm in the trade, now employ nearly 400 hands in their factories. Irish frieze is made

in Dublin (though much more in the West); it is all pure wool. Needlework, both art and plain, employs a good number. The chief depôt for the former (with a shop attached) is the Royal School of Art Needlework in Lincoln Place, off Nassau Street. Next door is the Irish Industries Depôt, where homespuns, lace, embroidery, linen goods, etc., can be bought, and where orders for work are gladly received. The Countess of Aberdeen started this work, and gave a great impetus to home industries in Ireland. Specimens may be seen at the depôt, as also in the National Museum. There are also shops in Grafton Street and elsewhere where crochet and the lace for which Ireland is famed can be bought. The lace is largely, though not altogether, made in convents. The best known is that made in the school attached to the convent of the Poor Clares at Kenmare. There are, however, many varieties. Limerick and Carrickmacross laces have been made since about 1820. Point lace is also made at Youghal and New Cross. Irish crochet is excellent. The Irish certainly have a special aptitude for handicrafts requiring artistic skill. The beautiful hand-made Donegal carpets may be seen at the leading furniture shops.

Messrs. Jacob & Sons have a very large biscuit and cake factory in Bishop Street, employing over 3,000 people, mostly women.

Libraries.

National Library and Reading Room (free), Kildare Street. Open 10 a.m. to 10 p.m.; visitors admitted on introduction.

Royal Dublin Society. Open to subscribers of both sexes. £2 2s. a year.

Royal Irish Academy, 19, Dawson Street; especially rich in Irish literature.

Marsh's, or St. Patrick's Library, in the Cathedral Close; a collection of some 25,000 volumes, chiefly theological works of the fifteenth century.

Trinity College Library (*see* p. 53) is for the use of College Fellows and students, but may be visited.

There are also Free Libraries and reading rooms, and several subscription libraries.

Museums and Art Galleries.

National Museum of Ireland, Kildare Street, to which has been transferred the collection of Irish gold ornaments and

antiquities formerly stored in the Royal Irish Academy. Open free from 11 a.m. to dusk or 5 p.m. It is open on Tuesdays till 10 p.m., and on Sundays from 2 to 5.

Royal Irish Academy, Dawson Street. Open free from noon to 4 p.m.

Trinity College Museum. Open free.

Municipal Gallery of Modern Art, 16, Harcourt Street.

National Gallery, Leinster Lawn, open daily from 10 to dusk; Sundays, 2 to dusk. Free except on Thursdays and Fridays, when 6*d.* is charged. Closed during October.

College of Surgeons Museum, Stephen's Green. Open weekdays, 10 to 4.

Newspapers.

The *Irish Times*, the *Mail* and the *Daily Express* are Conservative daily papers. The *Freeman's Journal* and the *Independent* are Roman Catholic and National. The evening editions are the *Mail*, the *Herald* and the *Evening Telegraph*. The *Sunday Independent* is the only Sunday paper printed and published in Ireland.

Parks and Gardens.

Phoenix Park, on the west side of the city, is nearly 2,000 acres in extent and seven miles in circumference. See pp. 82-5

Zoological Gardens, Phoenix Park. Admission, 1*s.* Saturdays sixpence; Sundays and public holidays, twopence. The Dublin Zoo has grown considerably in importance in recent years, and does a prosperous business in the sale of young lions and other animals born and reared in the Gardens.

Royal Botanic Gardens, Glasnevin. Open free from 10 to 4.30 in winter, and 10 to 7 in summer.

Trinity College Botanic Gardens, Lansdowne Road. Open free on application.

St. Stephen's Green, at the top of Grafton Street and near the National University, has cascades, fountains and trim lawns and flower beds.

Population.

The population of Dublin is 304,802, an increase of 4.8 per cent. since 1901. Over a third of the total number of families in Dublin are occupiers of one room only. An unusually large proportion of the population belong to the professional class, and there are a great number of extremely poor. The

population of Ireland is still falling, and is now 4,381,951, about half what it was little more than half a century ago.

Postal Information.

General Post Office in Sackville Street. Open 7 a.m. to 9 p.m.; Sundays, 8 to 10 a.m. Always open for telegraph business. Numerous branch offices, open from 8 a.m. to 8 p.m. Six deliveries daily: 7 a.m., 9 a.m. (City only), 12 noon, 2 p.m., 6.10 and 8 p.m. Sundays at 7 a.m. Clearances: for England, 6.45 a.m., 12.30 p.m., and 6.40 p.m. Scotland, 6.45 a.m., 2 p.m., 5 p.m. and 6.40 p.m. For country districts in Ireland, last clearance for delivery the next morning, 6.40 p.m.

Railways in Dublin.

Most of the main systems running into Dublin are connected by loop lines. The **North Wall Station** of the London and North-Western is a mile east of the General Post Office; the **Amiens Street Terminus** of the Great Northern is half a mile east; the **Broadstone Terminus** of the Midland Great Western is three-quarters of a mile north-west of the same point; the **Kingsbridge Terminus** of the Great Southern and Western is about two miles south-west; and the **Westland Row Terminus** of the Dublin and Kingstown is three-quarters of a mile south-east. The second and the last are connected by the **Loop Line**, and from Amiens Street the **North Wall Extension Line** connects all the others. Frequent electric trams also run between, or near, them all, including the **Harcourt Street Terminus** of the Dublin and Wicklow line, a mile and a quarter south of the General Post Office.

Railway Excursions.

In summer the *Dublin and South-Eastern Railway* run numerous day excursions, combined with car drives, to the chief beauty spots in Wicklow. These start from Westland Row and also from Harcourt Street station—trams pass both. This Company issues during the season special **Contract Tickets** to holders of tickets from any English, Welsh or Scotch station, available for 8 days between all stations on the line, for 20s. first class, 15s. second and 10s. third class. Those who wish to see as much as possible of the beauties of County Wicklow will find these tickets advantageous and economical.

The *Great Northern Railway* have day excursions to Drogheda, the Valley of the Boyne, etc., combined with drives and longer excursions to the Mourne Mountains, County Down, County Donegal, etc. These and the line to Malahide, Howth, etc., start from Amiens Street station; the Clontarf trams starting from Nelson's Pillar pass this station.

The *Midland Great Western* line runs to Galway, Connamara and Sligo, and starts from the Broadstone station (this is within the boundary, but no tram passes it); the *Great Southern and Western* line to Killarney, Cork, etc., starts from Kingsbridge station, reached by the Kingsbridge tram, which runs along the quays from O'Connell Bridge. For particulars as to fares, times, etc., the *Tourist Programmes* of the various Companies (*gratis*) should be consulted.

Shops.

Grafton Street is, on a small scale, the Regent Street of Dublin. It is a narrow, bustling, shop-lined thoroughfare, running from College Green to Stephen's Green. In it are the fashionable drapers, the leading furniture and carpet warehouses, booksellers, etc. Some of the silversmiths make a speciality of reproducing the beautiful antique Irish work, such as the Tara brooch, the curious fibulæ, torcs and other ancient Irish gold ornaments. These and the beautiful lace and Irish crochet make capital presents, as do the articles made (in the north of Ireland only) of the exquisitely fine Belleek china. Henry and Mary Streets, busy shopping thoroughfares, lead out of Sackville Street.

Other Irish specialities are the bog-oak ornaments, and embroideries, homespuns and needlework, on sale in many shops.

Tramways.

No city has a more complete system of electric tramways. It is under the control of the *Dublin United Tramways Co.* (Office: 9, Upper Sackville Street). The cars run through Dublin and to many of the suburbs at surprisingly low rates. Most cars start from **Nelson's Pillar** in Sackville Street. The longest runs are to Howth (9 miles) and to Dalkey 9 miles south of Dublin, passing Blackrock and Kingstown on the way. There is a separate line to Lucan, starting from Phoenix Park gate, and a steam tram to Blessington and Poulaphouca from Terenure; also an electric tram round Howth Head.

In all, the cars run through about 50 miles of streets.

A very convenient feature of the tram system is the **Parcels Delivery**. Parcels are called for and delivered in Dublin and the suburbs as far as Greystones—up to 7 lb. weight for 2*d.*, 56 lb. for 6*d.*, etc.

The following are the principal routes:

1. *Rathmines and Terenure*. Fare, 2*d.* Time from start to end about thirty-five minutes. Distance, 4 miles—cars every three minutes. For continuation by steam tram to Blessington and Poulaphouca see pp. 153–6.

2. *Drumcondra and Rathfarnham*. This line runs past Terenure to Rathfarnham. Fare all the way, 4*d.* Cars every twelve minutes. Distance, 6 miles.

3. *Kingsbridge and Hatch Street*. Fare, all the way, 2*d.*—about 2 miles. Cars every five minutes.

4. *O'Connell Bridge and Parkgate Street*. Fare, 1*d.* Cars every two or three minutes.

5. *Westland Row to Inchicore*. Cars every five minutes; distance, 3 miles; fare, 2*d.*

6. *Parkgate Street and Ballybough*. Cars every ten minutes; 2 miles; fare, 2*d.*

7. *Kenilworth Road to Lansdowne Road*. Cars every twelve minutes; distance, 2 miles; fare, 2*d.*

8. *Nelson's Pillar and Sandymount viâ Ringsend*. Cars every ten minutes; distance, 3 miles; fare, 2*d.*

9. *Nelson's Pillar and Sandymount viâ Irishtown*.

10. *College Green to Drumcondra*. Cars every ten minutes; distance, 2½ miles; fare, 2*d.*

11. *Dolphin's Barn to Glasnevin*. Every ten minutes; distance, 4½ miles; fare, 3*d.*

12. *Donnybrook to Phœnix Park*. Every five minutes; distance, nearly 5 miles; fare, 4*d.*

13. *Nelson's Pillar to Clonskeagh*. Cars every seven or eight minutes; distance, 2½ miles; fare, 2*d.*

14. *Nelson's Pillar to Palmerston Park*. Cars every five minutes; 3 miles; fare, 2*d.*

15. *College Green and Dartry Road*. Every 8 minutes; fare, 2*d.*

16. *Kingstown and Dalkey*, 9 miles; through fare, 5*d.*; return, 8*d.*; trams every five minutes—more frequently to Kingstown.

17. *Nelson's Pillar to Howth*. 9 miles; fare, 5*d.*; cars every ten minutes; more frequently to Dollymount only. For this district see pp. 96–100.

18. *Parkgate Street to Lucan* (see p. 86).

HISTORICAL SKETCH.

DUBLIN is situated near the mouth of the River Liffey ; the name of the city being derived from the Gaelic for *Black Pool*. It is believed that the Danes settled here 438 A.D.

Dublin first became of importance after the year 450 A.D., when St. Patrick came to Ireland and began his great work. The king of Dublin was baptized, with many of his followers, in a little well which still exists beneath the north transept of St. Patrick's Cathedral ; and speedily the whole of Ireland became inspired with an evangelical missionary spirit. Churches, monasteries and universities sprang up, and Irish converts went forth into the world, preaching, baptizing and converting. Switzerland, Germany, Scotland, North Italy, all bore witness to the zeal of the Irish priests in the monasteries and churches which followed their advent, while from all parts of Europe students crowded to Ireland to be instructed, free of charge, in the monastic universities. During the seventh, eighth and part of the ninth centuries Ireland was the centre of Western Christendom.

Then a change came. Hordes of Danish pirates swept the land, wrecking and despoiling the churches and monasteries, though later the Danes became Christians.

But at length arose a chieftain fitted to cope with the foe. Brian Boru was accepted as Ard Righ, or Head King, and, giving battle to the Danes, inflicted a crushing blow upon them in the year 1000. In 1014, in a pitched battle at Clontarf, near Dublin, he for ever broke the power of the Northmen. But Brian, his son, and grandson, were all slain during the conflict. After the Danes became Christians they founded the Abbey of St. Mary (near the Four Courts), and built Christ Church Cathedral and St. Doulough's Church.

Before long Henry II began to cast covetous eyes on the island. He made overtures to the Pope, Hadrian IV (an Englishman), for a bull allowing him to bring the land into subjection. The Pope, nothing loth, granted the bull.

Richard de Clare Strongbow (Earl of Pembroke) and others, with their knights, men-at-arms and archers, came to Ireland, and for a time conquered, but the leading Danes, who had fled from Dublin, came back with a large force, and the Irish chieftains massed their men. The Danes were defeated, however.

Henry himself, with a large force, crossed to Waterford in October, 1171. This proved to the Irish the hopelessness of the struggle, and the whole of the south and east proffered submission.

The Norman barons now began to build their castles, and seized the territories of the unsubdued chieftains.

In 1315 Edward Bruce descended on Ireland. Being joined by the Ulster chieftains, he defeated army after army of the English viceroys, and then marched through the island, burning, slaying and laying waste. Then the barons collected, surprised him at Dundalk, and utterly defeated him. For a while it seemed as though the country had almost thrown off the English yoke. England simplified matters by forming the five counties around Dublin which remained faithful into the "Pale," and calling everyone outside this the "King's Irish enemies"; she then left to private adventure what, if done at all, should have been done by the Government, and endeavoured, by passing severe laws upon the Irish, to procure submission. Anyone was at liberty to seize the property of the Irish if he could get it and keep it; war was inculcated as a binding duty; marriage with, or fosterage by, the Irish was punishable by death; no Irishman could plead in an English court (and there were no others!); and "killing an Irishman was reckoned no crime."

With the reign of Henry VIII came a measure of quietness. The power of the Kildare Geraldines who dominated the land, and of the other barons, was broken, and English supremacy was re-established; but then came the first religious trouble—the dissolution of the monasteries, the homes of learning and culture.

In Mary's reign the religious question was in abeyance, though the Church could not get back her lands; but a number of warlike chieftains had accepted Henry's offer of peerages, and thus held their lands under him. Mary's Council determined to seize the whole of their land, and to plant colonists. Taken by surprise, the chieftains were captured and sent to England, and the land parcelled out

among English settlers. In the Court there was joy at the success; but other Irish chieftains looked on uneasily, not knowing what promise was to be broken next.

A passion for Irish land seized England. A commission to inquire into deeds was appointed, and all who failed to show their patents either had to buy or surrender to English settlers. £300,000 was paid to James for patents by Connaught landowners alone—and then he forgot to have them enrolled. Presently, a new commission was formed. The titles were, of course, defective—entirely through the fault of the clerks—and a fresh sum of £10,000 was paid to the King to square the matter.

In 1632, Charles' favourite, Strafford, came to Ireland. Another land commission was called, and titles were destroyed in the whole of the five western counties. He struck the first blow at the colonists. The Irish wool trade was prospering; but England feared that her trade would suffer, so Strafford suppressed it. Laud wanted the Church of England to be supreme, and Strafford began to root out Presbyterian ministers, though most of the Scotch settlers were of that faith. In 1640, however, when Strafford had his Irish troops in readiness, the Long Parliament assembled, Strafford was impeached, tried, and executed, the troops were disbanded and the arms stored in Dublin Castle.

Later Cromwell gathered an army, promising payment in land. With fifteen thousand men he landed in Dublin, and committed slaughter wholesale. The effect was immediate. All Ireland laid down her arms, and the grim horrors were concluded by the confiscation of *eight million acres*¹ and the eviction of every Catholic landowner, young and old, sick and hale, and their transportation to Connaught, in many parts of which there was not "water enough to drown a man, trees enough to hang a man, or earth enough to bury a man."² The wives and families of those who surrendered and had been allowed to enter foreign service were sold in thousands to West Indian slave-dealers.

With James II's accession matters took a new turn, but then the Revolution came. The Catholics declared for James, the Protestants for William. Once again Ireland was a battlefield. The consequences everyone knows. The Pro-

¹ Alison.

² Quoted by the Hon. Emily Lawless from a letter by one of the commissioners.

testants in Londonderry held out when all hope seemed lost ; James was beaten at the Boyne and fled ; his generals were finally overcome, and Limerick, the last stronghold, capitulated.

Then commenced a long series of acts with the view of utterly stamping out Roman Catholicism by depriving its adherents of property, of education, of position and influence. The English Parliament, by the Penal Laws, prohibited a Catholic from carrying arms, from owning a horse worth more than £5, from having any vote, from acquiring any freehold land, from practising in any profession or holding any civil or crown post, from educating his sons at home or abroad, while any child of his who chose to turn Protestant might dispossess all the others. All priests were ordered to leave the country on pain of death. It is remarkable that at no time did Catholicism flourish more than during the hundred years these monstrous laws were in force. England suppressed the woollen trade, she suppressed the cattle trade, and placed heavy duties on the linen exported.

As, however, the century advanced, the eloquence of Burke, Grattan, and Flood, of Burgh and Hutchinson, began to tell. A vast volunteer movement was inaugurated in Ireland under James, Lord Charlemont ; sixty thousand men were enrolled and armed, and Ireland had an army of her own. Backed by this formidable force her wrongs now stood some chance of being righted. "Talk not to me of peace," said Burgh : "it is not peace ; it is smothered war. England has sown her laws as dragons' teeth, and they have sprung up armed men." A measure of tardy justice was at length done. In 1779 the Test Act disabling Dissenters was repealed, and the iniquitous trade restrictions were removed. Immediately industries revived, and something like approaching prosperity smiled on poor Ireland. Now Grattan determined to free the Irish Parliament from the English yoke. In 1782 he moved "The Declaration of the Independence of the Legislation of Ireland," and though it was at first rejected it was finally passed amid the wildest excitement : volunteers parading Dublin streets, cannon firing, bands playing, banners flying.

In a burst of gratitude Grattan declared himself England's devoted friend, and the Irish Parliament immediately voted £100,000 and twenty thousand men for the support of the British navy.

Many fine public buildings and residential thoroughfares were now commenced in Dublin, her port was improved, and docks made, during the seventeen years of partial "Home Rule," and an era of real prosperity seemed setting in. Lord Fitz-William came to Ireland in 1795, empowered to promise Catholic emancipation, but he was suddenly recalled, and all hope was at an end. The United Irishmen, led by Wolfe Tone, Lord Edward Fitzgerald, Napper Tandy, and the Sheares brothers, determined on rebellion. Secret preparations were made, and these coming to the ears of the English Government, the Habeas Corpus Act was suspended and martial law proclaimed in five counties. The vilest of outrages were committed by the soldiers, and the brutalities that were inflicted in the Castle Yard on suspects gained it the name of the "Devil's Half-acre." Sir Ralph Abercromby reported that "every cruelty that could be committed by Cossacks or Calmucks has been committed here." Wolfe Tone was captured on a French ship and sentenced to be hung, from which fate he was saved only by suicide. Fitzgerald had already died of the wounds inflicted during his capture in Thomas Street, Dublin, and so the rebellion of '98 came to an end. The house in which Fitzgerald was captured is marked by a slab on the front wall, bearing an inscription; his remains and those of other members of his family are preserved in huge coffins in a vault of St. Werburgh's Cathedral, near Christ Church, which can be inspected. In 1898 the centenary of the Rebellion was celebrated.

Paralysed by the blow, little opposition was offered to Pitt's determination to effect a Legislative Union; Catholics were promised the desired emancipation, and in 1800 the Union was declared and the Irish House of Parliament abolished.

Since that time many of the most unjust and oppressive Acts have been repealed. Owing almost entirely to Daniel O'Connell, who made his first speech in 1800, Catholic Emancipation was secured in 1829. His great Repeal movement of '41 was, however, doomed to failure, and he himself was committed to Richmond prison, and though afterwards released by the House of Lords the confinement told on his weakened and ageing frame. The famine of '46 completed his prostration, and another of Ireland's heroes died broken-hearted. A magnificent cathedral at Cahirciveen, County Kerry, his native place, and a monument in Dublin preserve

his memory. The awful Potato Famine which commenced in 1846 left the small landowners ruined. What with the famines, the plague, and the evictions, Ireland's population was speedily reduced by nearly two millions, and is now barely half what it was before the famine of 1846. Many once-populous districts are now uninhabited wilds, and all over the country once busy, but now disused, mills and factories may be seen—a sad sight.

In 1869 Mr. Gladstone disestablished and disendowed the State Church of Ireland, a measure now acknowledged to have resulted in its increased activity and usefulness. In 1870 an Act was passed that Ulster tenant rights—in Ulster alone tenants could not be evicted while their rent was being paid, and compensation was legally due to them for all their improvements—should hold good for the whole of the island. Of the still more recent beneficial land laws it is unnecessary here to speak.

In the spring of 1900 Queen Victoria made a stay of some weeks in the Irish capital, her visit being received in all quarters with the utmost enthusiasm. King Edward VII and Queen Alexandra visited the country more than once, meeting with a very cordial reception from all classes. King George and Queen Mary paid a state visit of some days' duration in 1911, and received a most hearty welcome.

THE CITY OF DUBLIN.

AS most of the trams start from **Nelson's Pillar**—a conspicuous column rising from the centre of Sackville Street (also called O'Connell Street)—this forms a convenient starting-point from which to visit the sights of Dublin. Those mentioned in the first route are all comprised within a distance of about three miles. Visitors who do not care to walk the whole distance can take a tram (penny fare) from the Pillar to College Green, and another (Inchicore line) from College Green to the Castle, and thence to Christ Church Cathedral. No tram goes very near St. Patrick's Cathedral. Those with little time to spare had better hire a car (1s. 6d. an hour for two people, or 6d. for a "set down").

The busiest part of Dublin, the chief shops, and the more fashionable residential districts, are on the south of the river Liffey, towards which we make our way down Sackville Street, leaving the northern side, once the fashionable quarter, for another tour.

ROUTE I.

SACKVILLE STREET—BANK OF IRELAND—TRINITY COLLEGE—THE CASTLE—CHRIST CHURCH—ST. PATRICK'S CATHEDRAL.

The most notable feature of—

Sackville Street

is its unusual width. Down the centre are some fine statues, and lofty buildings, at one time the residences of the Irish nobility, line its sides. It claims to be, and indeed is, one of the finest streets in Europe, though the great width of the street dwarfs the buildings. Looking towards the north end, we see part of the **Rotunda** and the **Parnell Monument**, the latter a triangular shaft of Galway granite, 60 feet in height. On the pedestal is a bronze statue executed by the late Mr. Gaudens, an American sculptor. The memorial was unveiled by Mr. John Redmond in 1911.

On the right are the *Gresham* and *Granville Hotels*, and almost opposite is the *Edinburgh Temperance Hotel*. In the middle of the street, between these hotels, stands a white marble **Statue of Father Mathew**, the "Apostle of Temperance," who had a great influence in Ireland in the second quarter of the nineteenth century. The statue was modelled by Miss Mary Redmond, and was unveiled in 1893 as a centenary memorial of his birth.

Nelson's Pillar,

standing at the junction of Earl Street, on the left (leading to Amiens Street Great Northern Station), and Henry Street, on the right, with Sackville Street, is a lofty fluted column in the Doric style, rising about 120 feet above street level, and surmounted by a colossal statue of Nelson by *Kirk*, a native of Dublin. The monument was erected in 1806 at a cost of nearly £7,000. Spiral stairs lead to a railed platform at the top (*admission, 3d.*), whence may be obtained a splendid panoramic view of the city, bounded by the Bay on the east, by the Carlingford and Mourne Mountains on the north, and by the Dublin Hills and the Wicklow Mountains on the south-west and south.

Continuing down Sackville Street, on the right is the **General Post Office**, a noble building of granite, erected in 1818 at a cost of over £50,000. Its most striking feature is the Ionic portico, six fluted columns supporting a pediment with figures of Hibernia, Mercury, and Fidelity. Near at hand are the *Imperial Hotel* and the *Hotel Metropole*. The next turning on the right is Middle Abbey Street, leading to the site of the old **St. Mary's Abbey**; on the left is Lower Abbey Street, in which are the **Christian Union Buildings**, the **Abbey Theatre**, and the **Royal Hibernian Academy**, with annual picture exhibitions. At the junction is a **Statue of Sir John Gray** by *Sir Thomas Farrell*. The figure, of white Sarravezza marble, is ten feet high, and stands on a pedestal fourteen feet high. Sir John Gray was largely instrumental in procuring the Dublin water-supply.

The Statue of O'Connell,

at the end of the street, is an imposing work of art.

On a granite base rests a huge cylindrical pedestal, around which are typical Irish figures, in bronze, the chief of which, facing the bridge, is Erin, trampling her cast-off fetters under

foot, holding the Act of Emancipation in her left hand, and with her right arm uplifted pointing to the Liberator above. Beneath is the single word "O'Connell." The other figures represent Faith, the professions, fine arts, trades, and the peasantry. At the four angles of the base are seated winged female figures—Fidelity, holding a compass, with an Irish hound gazing into her face; Patriotism, stern and determined, grasping sword and shield; impassioned Eloquence, book on lap; and Justice, fixed and rigid, one hand holding the serpent of sedition, the other grasping axe and rods. The faces are instinct with life and emotion. High above all rises the colossal figure of the patriot, draped in his cloak, with his left hand on his heart, his favourite attitude. The base and pedestals are twenty-eight feet high, and the figure, commenced by Foley, finished by Brock, and unveiled in 1882, is twelve feet high.

"O'Connell had a herculean frame," wrote the late Mr. J. H. McCarthy, in his *Short History of our Own Times*, "a stately presence, a face capable of expressing easily and effectively the most rapid alternations of mood, and a voice which all hearers admit to have been almost unrivalled for strength and sweetness." With Gray and many others, O'Connell was sent to Richmond Prison during the Repeal Agitation, but the Lords revoked the sentence, and they were set at liberty. O'Connell died shortly afterwards. He had a horror of shedding blood, the result, it is said, of the remorse he felt for having slain a combatant in a duel when young. "No political reform is worth shedding one drop of blood," was one of his frequently-repeated remarks.

The *Liffey*, at the foot of Sackville Street, is crossed by—

The O'Connell Bridge

(formerly called the Carlisle Bridge), a substantial structure supported on three stone arches. Like the street of which it is the continuation, the bridge is remarkable for its great width, which exceeds its length. Not only are there wide footways at the sides and in the centre, but four tram-lines cross, and even then leave ample road-room. More tram-cars can here be seen abreast than perhaps in any other European city. The bridge, too, affords an excellent and characteristic view of Dublin.

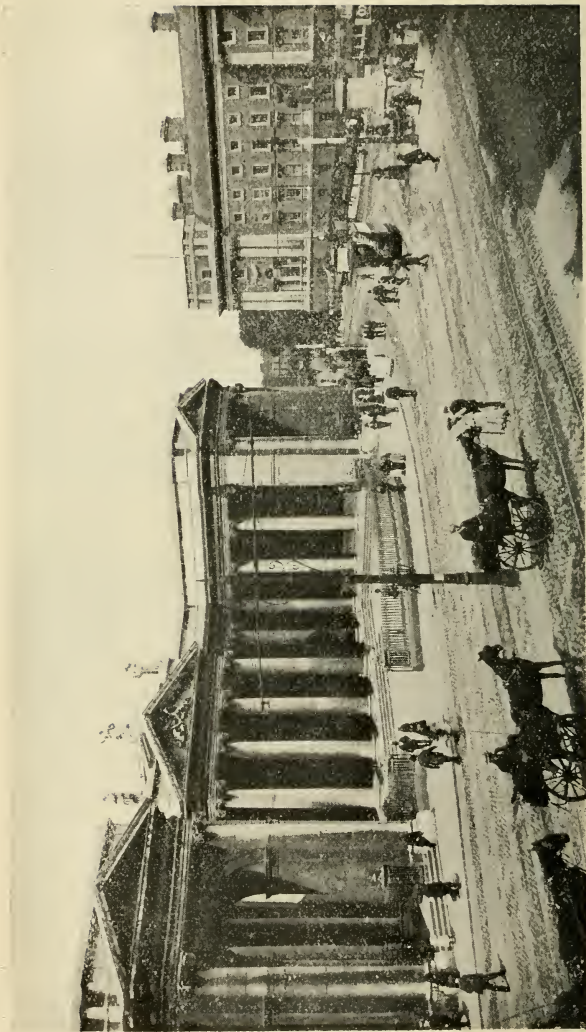
Looking northward, up Sackville Street, there are O'Connell's Statue, the Post Office, Nelson's Pillar, the Parnell Statue, and the Rotunda, with the spire of Rutland Square



Lafayette,

O'CONNELL BRIDGE.

[Dublin.]



[Dublin.

THE BANK OF IRELAND AND TRINITY COLLEGE.

Lafayette.]

Presbyterian Church (also called Findlater's Church) beyond. Turning to the east and looking down the quays lining the Liffey, Butt Bridge and the overhead loop-line bridge of the Dublin and Wicklow Line are seen crossing the muddy stream ("dear, dirty Liffey"), with the fine cupola of the Custom House on the north bank. Unfortunately, the view in this direction has been spoiled by the loop-line railway bridge. Looking westward, the river stretches away to the Four Courts and St. Paul's Church, beyond the Metal, Grattan, and Richmond and Whitworth Bridges; farther away in the distance rises the Obelisk in Phoenix Park on the north side, with Kingsbridge Terminus on the south; nearer, on the same side of the river, may be seen the tower of Christ Church Cathedral.

From O'Connell Bridge D'Olier Street runs off on the left. Here Farrell's **Statue of William Smith O'Brien**, one of the most prominent of the Young Irelanders, meets the eye.

On the farther side of O'Connell Bridge is the wide, but short—

Westmoreland Street,

with handsome shops and Insurance Companies' buildings. Here are the offices of the *Irish Times* and the Dublin Port and Docks Board. At the end of the street **Trinity College** is seen on the left, and on the right is the imposing east portico of the **Bank of Ireland** (see p. 50), beneath which the runs.

At the junction of Westmoreland Street and College Street, on the left, stands a **Statue of Thomas Moore**, Ireland's most popular poet.

College Street contains some handsome frontages, of which the **Scottish Widows' Fund Society** and the **Provincial Bank of Ireland** are the best. The tympanum of the latter is filled with emblematic figures. Where College Street joins D'Olier Street is a **Memorial of Sir Philip Cramp-ton**, in the shape of a grotesque drinking fountain.

In **D'Olier Street** are the Junior Army and Navy Stores, the Gas Company's Offices, etc., and close by are the **Theatre Royal** and **Tara Street Station** on the loop-line between Westland Row and Amiens Street.

Great Brunswick Street, the continuation of D'Olier Street, leads to **Westland Row Station** and the **Grand Canal** and **Ringsend Docks**.

The principal front of the Bank of Ireland faces—

Dublin (d)

College Green,

once a pleasant little field, now a wide and busy thoroughfare, the north side of which is occupied by the Bank, the east by Trinity College, and the south by other fine banks and commercial buildings. In the centre stand Foley's statue of Grattan and an equestrian statue of William of Orange.

The Bank of Ireland

(An attendant conducts visitors through the premises. Open free.)

is an extremely fine building which would grace any capital, and is generally considered the architectural gem of Dublin.

It was originally built for the Irish Parliament Houses, which were begun in 1729, in the reign of George II, and finished in 1739, costing £40,000. The original architect was Pearce. In 1785 the Lords wished for an enlargement, and the **East Front**, in Westmoreland Street, was added. Six lofty Corinthian columns support the pediment, on the apex and angles of which are emblematic figures of Fortitude, Justice and Liberty, the whole forming one of the most perfect specimens of Corinthian architecture in the kingdom. The columns of the portico being Corinthian, there is incongruity, the rest of the building being of the Ionic order. The story goes that a man passing while the Corinthian capitals were being fixed asked the architect, James Gandon, "What order is that?" "Oh," said Gandon, "a very substantial order; the order of the House of Lords." The addition cost £25,000.

In 1787 an extension of the House of Commons was necessary, and the **West Front**, with a portico of four Ionic columns, was added. This cost nearly £26,000, and other expenses incurred brought up the total cost to £95,000.

The chief, or **South Front**, consists of three sides of a quadrangle, colonnaded throughout. The tympanum of the central portico contains the Royal Arms; on the apex stands a figure of Hibernia, with Fidelity on her right hand and Commerce on her left. Circular screen walls, ornamented with Ionic columns, between which are niches for statues, connect the main front with the east and west sides.

There are no windows visible from the street.

In 1802, the Irish Parliament having been extinguished by the Act of Union, the building was sold to the Bank of Ireland for £40,000 and a ground rent of £240 per annum. The exterior and the House of Lords were left untouched, but the remainder of the interior was reconstructed to meet the requirements of the establishment. If desired, the

attendant will show a model of the houses as originally designed.

The **House of Lords** presents almost exactly the same appearance as it did when the Irish peers assembled here. The fine white oak pilasters have had to be spliced in places ; the copper roof has been replaced by lead ; one or two of the chairs are missing, and a statue of George III has been substituted for the throne. But the greater number of the chairs are still in place around the long table, and the walls are still ornamented with two fine pieces of tapestry worked in Dublin and hung in 1734. The piece over the fireplace represents the Battle of the Boyne, with Schomberg dying at King William's feet ; opposite is the Siege of Derry, with James II. By the side of the statue are two ponderous war chests of William of Orange, one secured by five bolts, the other by nine. The House of Lords, which is a shell of white oak, is used only for the meeting of the shareholders, twice a year.

The interior of the **House of Commons** was rebuilt by the directors after a fire, and the hall is now used as the cash office. This room is lighted from the roof, there being no windows, those which appear to be so being merely silvered reflectors.

Leaving the Bank, the visitor should certainly pause before Foley's lofty **Statue of Grattan**, in College Green, facing east. The free, natural and vigorous pose of the figure, and the animation of the strong face, stamp this as one of the artist's finest works. Idolized as Grattan was by the Irish nation, enormous as was the power he wielded, history cannot show that he was ever false to his trust, or ever sullied his hands with traitorous gold.

The long façade of—

Trinity College

forms the east side of College Green. The front, which is three hundred feet long and contains four stories, is in the Corinthian order, somewhat plain and flat ; the centre has an angular pediment supported by Corinthian columns. Within the railings are statues of Goldsmith and Burke, one on each side of the entrance.

Trinity College was founded by charter of Queen Elizabeth in 1591. The site was anciently occupied by the Monastery of All Hallows, which had been suppressed by Henry VIII, and granted to the mayor and citizens, who, in their turn, granted it for the College. The funds were subscribed by

various eminent persons, and the first stone was laid in 1591. The Lords Justices, Archbishop Loftus and Sir Robert Gardiner, afterwards made monetary grants, and James I and Charles I were also benefactors. The College is now a wealthy one. Dublin's first university was established by a bull from Pope Clement V in 1311, through the solicitations of Lech, Archbishop of Dublin. In 1320 the bull was confirmed and the University established in St. Patrick's Cathedral. However, this dwindled away, and in 1585 Sir John Perrot, then Lord Deputy, proposed to found two universities in the city, obtaining the necessary funds from the endowments of St. Patrick's Cathedral, which he wished to seize, utilizing the edifice as a law court. In the opposition which Archbishop Loftus raised to this scheme, Trinity College came into being.

Residence in the College is not incumbent on students, who, however, may live there if they desire. Intending students must first be received by one of the Fellows who is willing to act as tutor (this does not entail any tuition). An entrance examination has then to be passed, after which the student is entered as matriculated. The principal entrance examinations are held in June and October. The undergraduate course for a B.A. degree occupies four years, with three terms in each, Michaelmas, Hilary, and Trinity, some of which may be kept either by attending lectures or by passing examinations. As the undergraduate passes through his course he is known successively as Junior Freshman, Senior Freshman, Junior Sophister and Senior Sophister. The fees payable by ordinary students are £15 at entrance; this includes £8 8s. for the first half-year. A sizar pays only the entrance fee of £1 1s. 3d., and has his commons found. Sizarships (there are thirty) are obtained by competitive examinations in classics, mathematics, Hebrew, or Irish. There are also many scholarships. The College now supports thirty-three Fellows—but the number varies, as one must be elected each year—and seventy scholars. Intending students should consult the *Dublin University Calendar*, published annually by Hodges, Figgis & Co. Many men whose names will live as long as letters last have passed through Trinity College: Goldsmith, Burke, Swift, Congreve, Ussher, Berkeley, Hamilton, Hincks, and others. In 1873 Fawcett abolished the religious tests of the University, thus throwing fellowships and scholarships open to Catholics. Degrees have been open to them since 1783. This was the first University in the United Kingdom to grant degrees to a Jew and to a Roman Catholic.

Trinity College opened its doors to women some few years ago, and there are now over 200 female students, who have their own common and other rooms near the main

entrance. There is also a woman Professor, and others act as assistants and demonstrators. A fine hostel, standing in spacious grounds, with some sixty residents, has been opened at Trinity Hall, Dartry Road for the women students. Their rooms are delightful, and the whole cost of residence and college fees is only about £50 a year.

Passing beneath the archway, a large quadrangle called **Parliament Square** (so named because Parliament voted £40,000 for its rebuilding) is entered, in which stands a lofty **Campanile**, erected by Lord John Beresford, a former Primate, at a cost of £12,000. Statues of the faculties of Divinity, Law, Medicine, and Science ornament its exterior, and within hangs a fine bell.

The building on the north (left-hand) side of the quadrangle, with a pediment supported by four Corinthian columns, is the **College Chapel**.

The building next to it, with a broad flight of steps in front, and an Ionic pediment, is the **Dining Hall**. It contains some fine portraits; among others those of Grattan, Flood, Beresford, Dr. Baldwin (the donor of £80,000 to the college), Lord Cairns, Lord Rosse, etc.

The **Graduates' Memorial Hall**, a fine building on the same side of the quadrangle, was opened in 1902.

Opposite the Chapel, on the south (right-hand) side, is the **Examination Hall**, or Theatre, with a front precisely similar to that of the Chapel. The interior is handsomely decorated, and contains several full-length portraits of eminent people: Queen Elizabeth, Archbishop King, Bishop Berkeley, Dean Swift, Burke, Dr. Baldwin, and others. Here, too, is Hewitson's fine monument of Dr. Baldwin, who died in 1758. In the Hall, too, hangs the old House of Commons chandelier. The case of the organ was one of those captured from the Spaniards by the Duke of Ormonde in 1703, and presented by him to the College. The pipes are modern.

Close by is a recently-erected **Statue of John Lecky**, and on the further side of the Examination Hall is the entrance to—

The Library.

(Open free, 10 to 4 in summer, 10 to 3 in winter, Saturdays 10 to 2. Visitors are requested to enter their names in a book.)

The present building was completed in 1732. The roof was reconstructed in 1860. The ground floor, originally an open colonnade, was enclosed in 1891. Passing up the stairs to the first floor, which contains the library, notice on the wall by the swing doors a large map of the world, drawn in 1459 by Fra Mauro, a Venetian, by order of Alfonso of Portugal.

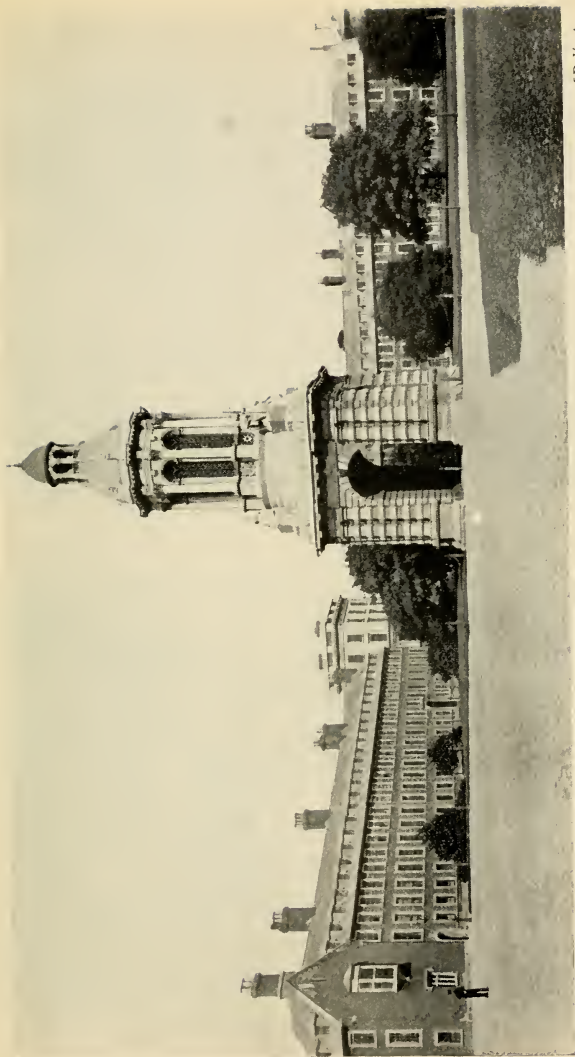
The Library was founded in 1601 by subscriptions from the troops of Queen Elizabeth after the battle of Kinsale. In 1655 Ussher's library was purchased by the army then in Ireland; the books were detained in the Castle by Cromwell, but at the Restoration were given to the College. The celebrated Fagel Library of some 27,000 books was presented to the College in 1802, and many other bequests and acquisitions have contributed to make this library a most valuable and interesting collection, which no visitor to Dublin should fail to inspect. In 1801 an Act of Parliament conferred on it the right to a copy of every book published in the United Kingdom; this was confirmed by the Copyright Act which came into force in 1912, the library being one of the six thus favoured. Altogether considerably more than 250,000 volumes are stored here, and over 2,000 MSS., some of extreme value.

The **Library** (on the first floor) is a splendid room two hundred and ten feet long, forty-one feet broad, and forty feet high. Down the centre are several cases containing rare treasures. White marble busts of eminent men, ancient and modern, adorn the room, among others those of Homer, Socrates, Plato, Shakespeare, Milton, Bacon, Locke, and Swift. Chantrey's bust of Wellington is a recent gift.

Among interesting exhibits is the reputed harp of the old Irish hero-king, Brian Boru, though Dr. Petrie gives its date as about 1400 A.D. It bears the arms of the O'Neil, and was actually played in the streets of Limerick by Arthur O'Neil in 1760.

Here is the splendid *Book of Kells*, a copy of the Four Gospels dating from the seventh century, elaborately and exquisitely illuminated, perhaps the most beautiful book in the world; "the introductory pages, the capital letters at the commencement of each book, and also at the beginning of every chapter and verse, exceed in splendour of design anything which can be seen elsewhere." Here too may be seen, amongst other treasures, the *Book of Durrow*, and the embossed leather case of the ninth-century *Book of Armagh*. On the wall hangs the roll of the famous independent Irish Parliament; Grattan's signature is the last but one. The signatures of Parnell (grandfather of Charles Stewart Parnell), Lord Edward Fitzgerald, and many other famous men are here.

The other exhibits include first-folio editions of Shakespeare, and of Spenser's *Faerie Queen*; finely illuminated addresses to the University on the occasion of its three hundredth anniversary; specimens of old Irish brooches and other ornaments, and of the ancient Ogham form of writing.



[Bel/ast.]

THE CAMPANILE, TRINITY COLLEGE.

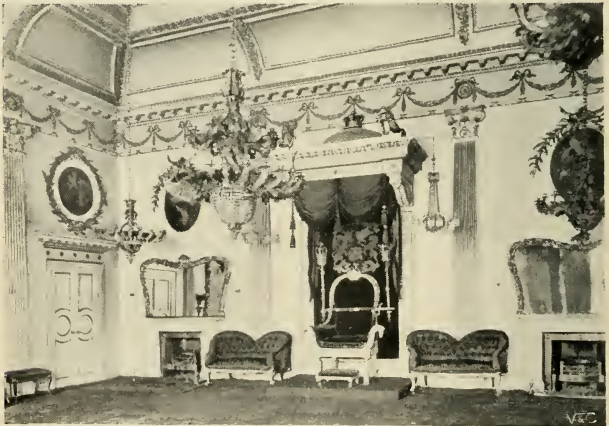
R. Welch,)



R. Welch,]

THE LIBRARY, TRINITY COLLEGE.

[Belfast.



R. Welch,]

THE THRONE ROOM, DUBLIN CASTLE.

[Belfast.

Special permission is required to visit the **Manuscript Room**, but the chief rarities are exhibited.

The **Schools**, a stately building with a fine entrance hall, contain the **Geological Museum** (free) and Lecture Rooms. The Museum has a good geological and mineralogical collection, and at the other end of the building is a collection of engineering models for the use of students.

The long range of red-brick buildings facing the entrance arch are the **College Chambers**.

The **College Park**, entered by iron gates below the Geological Museum, is a well-timbered piece of level land of considerable extent. It contains cricket, football, and lawn tennis grounds for the students. The College sports are held here in June. At the farther end is the **Natural History Museum**, opened in 1876 (*admission free*). Here is a skeleton of an Irish giant. This is the giant reputed to have had more than one skeleton; on inquiry it was explained that one was his skeleton when he was a young man, and the other after he was full grown!

The other buildings in the Park belong to the **Medical, Engineering and Science Schools**, while in the Fellows' Garden is the **Magnetic Observatory**. The Provost's House faces Grafton Street.

Regaining College Green, with its many fine banks, the wide and busy thoroughfare of—

Dame Street

is reached. Facing the entrance is a colossal equestrian **Statue of William the Third** (clad in a be-gilt shirt of mail), erected in 1701 by the citizens, and restored in 1890. This has been the centre of many a fray between Orange and Green and Town and Gown.

The principal buildings in Dame Street are *Jury's Hotel*, the **Commercial Buildings**, erected in 1799 and containing the Chamber of Commerce, and the **Munster and Leinster Bank**. The short streets on the right lead to Wellington and Crampton Quays. In Anglesea Street, by the side of Jury's Hotel, is the **Stock Exchange**.

South Great George Street, on the left, leads to the South City Markets and to Rathmines Road and Harcourt Street Station (Dublin and South-Eastern line). Passing by South Great George Street, the ground now rising, the City Hall is reached on the left, at the west end of Dame Street, facing a busy thoroughfare known as **Parliament Street**, which leads northward over the Liffey by Grattan Bridge (once

Essex Bridge, and in the seventeenth century the site of Newman's Tower, forming an angle of the city wall) and on to Drumcondra and Glasnevin.

The City Hall,

or Royal Exchange, as it was once called, is a handsome but heavy-looking building in the Corinthian order, erected in 1769-79 at a cost of £40,000, on the site of the old Dame's Gate, the east gate of the city, and founded on a rock formerly known by the name of Stand Fast Dick.

The City Hall owes its origin to an association formed by the merchants of the city to resist the creation of a sinecure office of wine-taster, with an enforced fee of two shillings per tun on all wines and liquors imported. The office-mongers having been easily defeated, the surplus subscriptions were devoted to the erection of a meeting hall for merchants and traders. The form of the edifice is nearly a square with three fronts of Portland stone in the Corinthian order, crowned by a dome in the centre of the building. The interior is imposing, the dome resting on a cylindrical lantern with circular windows. There are some fine statues here, including Grattan, by Chantrey (a splendid piece of work); Dr. Lucas, Daniel O'Connell and Secretary Drummond, by Hogan, the Irish sculptor; George III by Van Nost; Lord Mayor Sexton by Farrell; McCarthy by Foote, and others. The Corporation meets on an upper floor, at one o'clock on Mondays. The building has been used as a City Hall since 1852, and the Charters of the City, dating from 1171, and the Assembly Rolls of the Corporation are preserved here.

Turning to the left up Cork Hill, by the side of the City Hall, we reach the main entrance to—

Dublin Castle,

(Visitors are admitted.)

now a non-military and somewhat dismal pile of buildings, chiefly of brick, disposed around two courts, the upper of which contains the official residence of the Lord Lieutenant during the season and of other Crown officials. Here the State ceremonials, Levées, Drawing-rooms and Balls are held.

The first fortress was built here in 840 A.D., by the Danes or Norwegians. After its destruction, Meiler Fitz-Henry, natural son of Henry II, commenced the erection of a new castle in 1208. This was finished in 1213 by Archbishop

Loundres. In 1411 the Castle was rebuilt, and again in 1775. It has been applied to a threefold use: as a citadel for the defence of the city and of the English interest; as the seat of government and the residence of the Viceroy, to which use it has been put since the reign of Elizabeth; and as the place where the courts of judicature and sometimes the high courts of Parliament were anciently held. State prisoners were once confined in the Castle; here, too, the stands of arms were kept. The State Papers, etc., formerly stored in the Castle, are now kept in the Record Office, next to the Four Courts. A moat, fed by the river Poddle, now underground, ran where the road in the Lower Courtyard now is, and ships were at one time seen where is now the Castle garden.

The Castle was formerly a rectangular fortress, with a tower at each end; the entrance was on the north side, from Castle Street, by a drawbridge between two strong gate towers. The gateway was further defended by a portcullis, commanded by two large pieces of cannon placed on a platform opposite. A lofty curtain wall, some remains of which may still be seen in the Chief Secretary's office, extended in a line parallel to Castle Street as far westward as an angle tower known as the Cork Tower. Then the wall ran southward to the lofty and massive **Birmingham Tower** (at the Ship Street end of the Castle), so named because of the long imprisonment of Sir William Birmingham within it in 1331. This tower was partially rebuilt in 1777, having been injured by an explosion, and is now used as the supper room, the former prison forming the kitchen of the Castle. The tower was the prison where young Red Hugh O'Donnell was twice incarcerated, and from which he twice escaped to raise fire and sword in Donegal against Queen Elizabeth. From this point the wall ran eastward to the Wardrobe or Record Tower, restored and the upper storey added in 1820. The curtain wall then ran northward to the Store-house or Ordnance Tower (where the ammunition and arms were kept) near Dame Gate.

In 1478 the Castle was seized by the Prior of Kilmainham, who soon relinquished it, however, on the threat of the forfeiture of his Priory. In the rebellion of Fitzgerald in 1534 the Castle was twice besieged; and only the prompt action of the Lords Justices prevented its stores of arms and ammunition being seized in the rebellion of 1641.

From the **Record** or **Wardrobe Tower** (completed 1216) the Royal Standard flies on State occasions, and the Lord Lieutenant's flag when he is in residence. The sword of state (1660), royal maces, and crown jewels (some of the most valuable mysteriously disappeared a few years ago), are kept here, but are not shown to the public.

The **Dublin Season**, during which the Viceroy is in residence at the Castle, closes on March 17 (St. Patrick's Day), when a State Ball is always given. A military band plays in the Castle Yard daily while the Viceregal Court is in residence. Many State functions are held during the season ; after it is over the Viceregal party take up their residence in the Viceregal Lodge, Phoenix Park. The accession of King George V was proclaimed from the Upper Castleyard ; here, too, the trooping of the colours takes place on St. Patrick's Day. King George and Queen Mary stayed at the Castle during their visit to Dublin in 1911, when a new supper room was built.

The **Upper Castleyard**, once known as the "Devil's Half Acre," from the number of floggings and other tortures inflicted there on captured rebels in 1798 and subsequent years, is a quadrangle 280 feet long by 130 broad. On the right is the **Bedford Tower**, surmounting an early Georgian building in the classical style. Here are the offices of Ulster King of Arms. The Doric colonnade opposite shows the chief approach, by a fine staircase, to—

The State Apartments.

(The housekeeper will show visitors over. Entrance by a small door at the further left angle of the building. No charge, but a gratuity is expected.)

The **Presence Chamber** contains the throne, dating from William III, and canopy, which is draped in crimson poplin.

The **Ball Room**, or St. Patrick's Hall, so called since the institution of the Order of St. Patrick in 1783, is a splendid apartment, eighty-two feet long. Here are held the investitures of the Knights of St. Patrick, the State Balls, concerts, and other entertainments. The panelled ceiling contains some fine paintings. In the centre is George III, supported by Liberty and Justice. At one end is Henry II receiving the homage of the chieftains, and at the other St. Patrick introducing Christianity to the Irish.

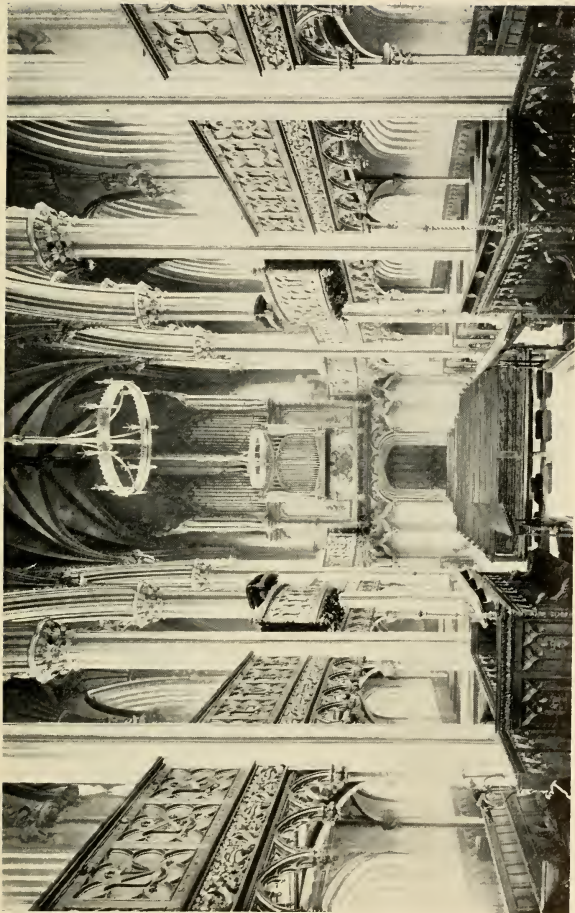
The other State rooms are the **Long Gallery**, containing portraits of the Viceroys since 1800, the **State Drawing-rooms**, and the **Dining-room**, most of which have beautiful ceilings.

The **Lower Castleyard**, reached through an archway, is a large irregular area, 250 feet by 220 in extent, but the buildings, with the exception of the Chapel Royal and the Record Tower, with walls 19 feet thick at the base, are poor. Here are the offices of the Treasury, the Paymaster-General, and of the Royal Irish Constabulary, etc.

The Chapel Royal.

(Visitors are admitted. For services *see* p 26.)

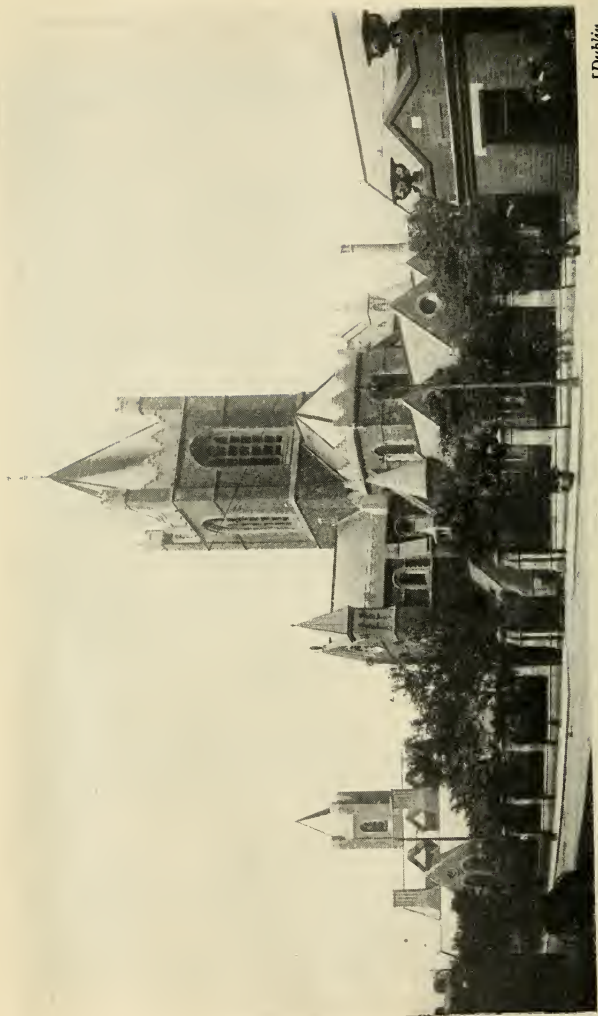
This beautiful building, in the Decorated style, stands on the site of a garrison chapel of the sixteenth century, and



Valentine & Sons, Ltd.,

THE CHAPEL ROYAL, DUBLIN CASTLE.

[*Dundee.*



T. F. Geoghegan, J

CHRIST CHURCH CATHEDRAL AND THE SYNOD HALL.

[Dublin.

was completed in 1814, at a cost of over £43,000. The interior is rich in Irish oak carving. The arms of all the Lord Lieutenants since 1173 are carved in panels around the front of the galleries and the sides of the chancel, and continued in stained glass in the windows. There is a fine set of silver-gilt plate here, including a massive alms-dish given by William III in 1693, but these are not shown to the public.

The centre of the east window is an old piece of hand-painted glass, very soft and rich in colour, of about the fourteenth century. It was brought from abroad by Lord Whitworth, and represents in four compartments the trial of Christ before Pontius Pilate. 1st, The Betrayal; 2nd, Christ with His hands bound standing before Caiaphas, the High Priest; 3rd, Christ before Herod; and 4th, Christ wearing a crown of thorns standing before Pilate on his judgment seat.

A large number of carved heads representing the kings and queens of England, also bishops and professors of note, adorn the exterior. St. Patrick's and Brian Boru's heads are placed on each side of the east door.

Leaving the Castle, we continue up Dame Street and its continuation, Lord Edward Street, at the end of which is the *Dublin and Harding Working Boys' Home and Technical School*, and cross the head of Fishamble Street, where the Exchequer and a famous music hall formerly stood. In this hall Handel's *Messiah* was first performed in 1742, under Handel's own conductorship, the proceeds being devoted to charity. At No. 3, Lord Edward Street, the poet Mangan was born. The house faces the east end of the ancient Priory Church of the Holy Trinity, commonly called—

Christ Church Cathedral.

Open to visitors daily, except on Sundays, from 11 to 6. Nave free; other parts, a contribution of not less than sixpence. Sunday services, morning, 11.15; afternoon, 4. Week-days, 10.45 a.m. and 4 p.m.

This is the diocesan cathedral of the sees of Dublin and Glendalough.

The Priory of the Holy Trinity was first erected by Sitric, the Danish King of Dublin, and Donatus, the Bishop, in 1038. The Norman invaders and Archbishop Laurence O'Toole rebuilt the church on a larger and more magnificent scale, founding it on the still existing crypt, and succeeding prelates further enlarged, altered, or added to it. In 1541 Henry VIII dissolved the priory and reconstituted it "the deanery and chapter of Christ Church." Lambert Simnel was crowned here in 1486, and in 1551 the Liturgy was read in English here for the first time in Ireland. In 1559, Parliament seems to have met within its walls, but the buildings

were neglected and allowed to fall into decay, and a year or two afterwards the walls and roof of a great part of the south and west portions fell in, crushing everything beneath. The Cathedral remained in a deplorable state, getting worse every year, until 1871, when the late Mr. Henry Roe, a distiller of Dublin, offered to defray the expense of a thorough restoration. The work cost Mr. Roe something like a quarter of a million pounds. Mr. Street, the architect, adhered as closely as possible to the original plan, making some interesting discoveries during the rebuilding, and the result is a magnificent pile of buildings, probably bearing a close resemblance to the ancient cathedral. The plan is cruciform, with nave, transepts, choir, and chancel, a square battlemented tower rising from the intersection.

The **Crypt**, which is the oldest part, is well worth a visit. Many fragments of the old stonework may be distinguished, by their darker colour, in the pillars and other parts of the Cathedral.

The foundation of Christ Church Cathedral is somewhat older than St. Patrick's. It will be noticed that the north wall of the nave is not perfectly perpendicular, and fears were entertained for the safety of the building, the foundations having settled considerably, but the addition of buttresses and a baptistery have strengthened it.

The interior is very fine. Six pointed arches on clustered columns separate the nave from the aisles, which are lit by lancet windows. The triforium and clerestory are also pointed, with chevron mouldings. The roof is groined. The west window is pierced by five lancets. The screen, pulpit and reredos are handsome, and the general effect of the choir and chancel, with their stained-glass windows, is very rich. The tiles of the floor are copied from some found in the ancient flooring. Among the tombs the one which attracts most interest is that supposed to be Strongbow's, on which is a recumbent figure, with a smaller mutilated effigy by his side. The tomb was greatly injured by the fall of the roof in the sixteenth century.

In the choir is a fine brass to the late Archbishop Trench, the scholar and poet, and one to Archbishop Lord Plunket.

The ruins of the Chapter House of the old Priory are now uncovered, and may be seen in the gardens outside the cathedral.

The Tower contains a carillon of thirteen bells, on which some thirty tunes may be played.

The **Synod Hall**, which is connected with the west end of the Cathedral by a covered way spanning Winetavern Street, was also built by Mr. Roe. It contains the Hall of Con-

vocation of the Irish Church, and accommodation for the bishops, clergy, and laity.

The **Synod**—that is, the bishops and the elected representatives, lay and clerical, of the Irish Church—meets once a year in April, under the presidency of the Primate. The Primate of the Church is the Archbishop of Armagh, for Armagh has been for many centuries the ecclesiastical capital of Ireland. Many distinguished men have held the Archbishopric of Dublin—the learned Dr. Whately, Trench the poet, the saintly Lord Plunket, etc.

Few English people understand that the disestablishment of the Irish Church, which took place in 1869, has not in any way affected the creed or ritual or altered the episcopacy of the Church. The mode of government is, however, somewhat different; the clergy of all except a few churches are chosen by the Bishop and six specially appointed representatives, called parochial and diocesan nominators, and bishops are elected by the votes of a two-thirds majority of both lay and clerical representative members of the diocese.

Each parish sends representatives to its own diocesan synod, and the members of the general synod are elected from these diocesan members.

The Irish Church, as a whole, is “low” and evangelical. The only High Church services are those held at St. Bartholomew’s, Clyde Road, at All Saints’, Grangegorman, and at Sandymount. The Cathedrals and a good many of the churches now have choral services. The Irish lectionary is not quite the same as the English; this, and the addition of special prayers for the Lord Lieutenant, or, in his absence, for the Lords Justices of Ireland, constitute practically the only difference between a service in an Irish and in an English Episcopal Church.

The Irish Presbyterian Church, specially strong in the North of Ireland, has similarly its own Synod, meeting periodically.

This district is the oldest part of the city. The courts, alleys, and streets around the Castle and Cathedrals are of great antiquity; they are mostly narrow, dark, and dirty. The houses, in all stages of decay, are mostly let out as tenements to the poorest class; yet hardly a street or a house but has sheltered some notable person. Castle Street, which runs west from the Castle; Ship Street (corrupted from Sheep Street, occupying the site of a sheep-feeding meadow in the fourteenth century), now containing a large barrack; Werburgh Street (in whose church Lord Edward Fitzgerald and Major Sirr are buried), Nicholas Street, Fish-

amble Street, Winetavern and Bridge Streets have retained their names for hundreds of years. An alley (blocked up since the dynamite explosions) leads from Castle Street to Hoey's Court (still to be approached from Werburgh Street), where is a portion of the old city walls, and where, in a house now pulled down (No. 9), Dean Swift was born in 1667. Near here stood, until 1781, the round tower of St. Michael le Pole, one of the earliest of its kind, and the Pole Gate spanning Bride Street. A gate on the right-hand side of Ship Street, with a marble slab above it, gives entrance to the old churchyard of St. Michael le Pole. In the Latin School which in the eighteenth century occupied the site of the church, Henry Grattan and John Fitzgibbon, Earl of Clare, were educated together.

Continuing westward from Christ Church, along **High Street**, we pass on the right a Roman Catholic Chapel.

Bridge Street, running north from here, leads to the old buildings and ruins of **St. Audoen's Church**, one of the oldest in Dublin. Here, until 1826, stood an incised stone, called the "Lucky Stone," on which the parishioners used to lay their hands and invoke blessings. The remains of **St. Audoen's Arch**, part of a gate which the burghers erected in 1315 on the invasion of Edward Bruce, may yet be seen.

Still keeping to the west along **Thomas Street**, and passing the site of a former prison, now an open playground, we reach the **Church of the Augustinian Friars**, one of the finest in the city. Robert Emmet was executed opposite this in 1803. **Guinness's Brewery** is reached by continuing on from Thomas Street to James Street. A limited number of visitors are admitted and conducted through the Brewery hourly each day from 11 to 3, Saturdays 11 to 12, though it is better to secure an order beforehand (*see* p. 33). The entrance is in James Street. The Inchicore trams, which start from Westland Row and run *viâ* College Green, pass the door. Farther west are the Grand Canal Docks, the City Basin, the South Union Workhouse, and Swift's, Steeven's, and the Royal Hospitals, the disused Kilmainham Gaol and the Richmond Barracks.

If the visitor has now exhausted the time at his disposal, and wishes to return to Sackville Street, he can reach the quays by Winetavern Street, or any of the thoroughfares on the right, then turning to the right he will shortly regain O'Connell Bridge, passing Richmond, Grattan, and Metal

Bridges on the way. The fine buildings almost opposite Winetavern Street are the Four Courts (*see* p. 77), and at No. 12, Arran Quay, to the west of them, Edmund Burke, the statesman, was born, in 1729.

Returning to Christ Church, we descend (away from the river) the ridge on which it stands by Nicholas and St. Patrick Streets. The slums between the two Cathedrals were formerly about the poorest, dirtiest, and quaintest part of Dublin. All along the road booths were pitched and sales carried on. One street, or part of it, was wholly devoted to meat, another to old clothes, another to crockery, and so forth, leaving but a narrow passage in the middle of the road between the stalls. Lord Iveagh in 1900, entirely at his own expense, bought a large part of these slums, and, having obtained parliamentary powers of compulsory purchase, pulled down the rookeries and replaced them with artizans' dwellings, a recreation hall, swimming baths, and a park, called **St. Patrick's Park**, at a cost of over a quarter of a million.

Here, too, Lord Iveagh is building a splendid **People's Palace**.

Just beyond St. Patrick's Park is—

St. Patrick's Cathedral.

(Week-day choral services, 10 a.m. and 4 p.m.; Sunday Services, 8 a.m., 11.15 a.m. and 3.15 p.m.)

This splendid cruciform edifice, which measures 300 feet long by 67 wide, with a transept width of 157 feet, was erected on the site of the old parish church of St. Patrick in the thirteenth century. It suffered much by fire and water, having been several times partially flooded by the subterranean river Poddle. In 1370, after a disastrous fire, it was thoroughly renovated and restored by Archbishop Minot. Sir John Perrot in 1585 proposed to disendow the Cathedral for the support of a university, and to utilize the fabric as a law court. From this fate it was saved by Archbishop Loftus. Dean Swift will ever be associated with St. Patrick's Cathedral in the mind of the student, as during his deanship he issued some of his most famous writings. Swift died in 1745, in his seventy-eighth year, having, strangely enough, founded a lunacy hospital (near the Kingsbridge Terminus) a short time before his own mind gave way.

In 1860-4, St. Patrick's Cathedral, then in a dilapidated

condition, was restored by the late Sir Benjamin Lee Guinness, at a cost, it is said, of £160,000. The style is chiefly Early English, with a fourteenth-century tower and steeple, 221 feet high. The flying buttresses are unusual in Ireland. The bells are noted for their beauty.

The entrance is usually by the south-west porch, near which is a seated statue of Sir Benjamin Guinness. The great length of the interior, the lofty groined roof; the pointed arches of the nave aisles, the triforia and clerestory openings, the banners of the Knights of St. Patrick over their canopied stalls in the choir, and the stained-glass windows in the Lady Chapel beyond, and elsewhere, combine to produce a very fine and stately effect. There are a number of memorial tablets and monuments, a fine stone pulpit in memory of Dean Pakenham, and an old pulpit which was in use during Swift's time. The largest monument is one near the south-west entrance, erected in 1631 by Richard Boyle, Earl of Cork, to the memory of his wife and their sixteen children. At this end of the building also are a bust of Swift, tablets to his memory and that of the famous Hester Johnson ("Stella"), with an epitaph by himself (Swift, who died in 1745, is buried in the nave); a bust of John Philpot Curran; a statue of Captain Boyd, R.N., drowned in Kingstown Harbour in 1861; a tablet to Carolan, the last of the Irish bards, and others. In the north transept may be seen a memorial window to men of the Royal Irish Regiment who fell at Sebastopol; in the north choir aisle a black marble tablet to the Duke of Schomberg, who fell at the Battle of the Boyne, 1690, and in the south transept a monument to Archbishop Whately (died 1863). In the choir is a memorial of Wolfe, the writer of *The Burial of Sir John Moore*. The tower contains a chiming clock and ten bells. There are some fine pre-Reformation brasses in the south choir aisle. The Baptistery is the oldest part of the Cathedral.

An ancient figure of St. Patrick, and a Celtic cross of the 9th or 10th century found at the **Well of St. Patrick**, now closed, with water from which the saint is said to have baptized his Dublin converts, may also be seen.

A new organ and graceful organ stair have recently been built, and other improvements made. The choral services of the Cathedral are deservedly famous.

Adjoining the Cathedral is a valuable Reference Library, known from the Archbishop of Dublin who founded and endowed it as **Marsh's Library** (*open free*). It is especially rich in ecclesiastical literature of the fifteenth century and earlier, some of its treasures being absent even from the British Museum.



T. F. Geoghegan,]

[*Dublin.*

ST. PATRICK'S CATHEDRAL.



R. Welch,]

[*Belfast.*

ST. PATRICK'S CATHEDRAL.



L. a[ayette,]

LEINSTER HOUSE AND LAWN.
(The headquarters of the Royal Dublin Society.)

[*Dublin.*

The Liberties.

Part of the district around St. Patrick's Cathedral is still known as "The Liberties," a name dating from many centuries back. The **Abbey of St. Thomas**—or the church that formed its nucleus—was founded in 1177 and named after Thomas-à-Becket, then recently canonized. This Abbey was under the direct rule, patronage, and special favour of successive English kings, but was very anti-Irish, so much so that at different periods laws were passed excluding the Irish from admission to this or to any religious house, cathedral, or church used by the English.

The property of St. Thomas's Abbey rapidly increased, and as early as 1180 it appears to have included estates in the south of Ireland and also that of Kilruddery, near Bray, bounded (as it still is) by the King's highway "Le Windgates" (see p. 134). Many parish churches in Dublin were also annexed, and by a special charter of 1305 the abbot was granted judicial powers, and held his own court (hence the name, still used, Thomas Court). The estate was exempt from the jurisdiction of the Mayor, and owing to its special privileges was known as St. Thomas's Liberty or "the Liberty." As recently as 1836 there were no fewer than five liberties in Dublin, though the privileges had for the most part long fallen into disuse. The Abbots of St. Thomas became increasingly powerful, and often held the highest Government appointments in Ireland. Kilruddery was used as their place of recreation. Their sylvan theatre, fishponds, bowling green, etc., may still be seen there, and the labyrinth also till lately. The wealth and fame of the Abbey led to its suppression in 1539 by Henry VIII, who granted part of the estate to Sir W. Brabazon, a Government official. The Abbey was for some years the town residence of the Brabazon family and subsequently of their descendants, the Earls of Meath, still the ground landlords of this district and the owners of Kilruddery. The privileges remained, though transferred to the Brabazon family, hence the name of this district, "the Liberties," is still retained.

We now proceed along **Upper Kevin Street**, which skirts the south front of St. Patrick's Cathedral, past the Deanery House and the old Archbishopal Palace, now a Police Barracks. In this street are the **City of Dublin Technical Schools**, open to both men and women, and attended by over 1,000 students. New buildings were erected in 1899. Opposite Kevin Street is the somewhat dingy-looking **Bishop Street**. Here is the **Moravian Church**, and at the farther end *Jacob's Biscuit Factory*, employing over 3,000 hands.

Dublin (e)

Peter Street runs parallel to Bishop Street, and here is the well-appointed and excellent **Adelaide Hospital**, specially for Protestants. A detached fever hospital, a nurses' home, and a convalescent home near the Dublin Hills are in connection with the hospital. Peter Street opens on **Whitefriars Street**, almost opposite the **Carmelite Priory**. This is an extensive building, remarkable for the fine interior of the Chapel, which contains a unique example of mediæval art in the shape of the bole of an oak carved on one side into an image of the Virgin Mary. A flavour of romance is attached to this possession. It is said to have primarily belonged to St. Mary's Abbey, on the north side of the water, and to have been condemned to fire at the suppression of the monasteries. When only partly burnt (fortunately, the back part), a devotee secured it and buried it face downwards in the earth, and to divert suspicion the hollowed upper portion was long used as a horse trough.

Aungier Street, which we reach after passing along the south side of the Convent, has an importance to Ireland and to English literature as being the **Birthplace of the Poet Moore**. The house, No. 12, is still standing, and, as in the poet's time, is occupied by a shopkeeper. (Moore's father was a grocer.) A small bust occupies a niche above the first-floor windows. The "little gable window by which I penned my earliest verses, the *Melodies*, etc.," is gone, and the shop front is altered, but otherwise very few interior or exterior changes have been made. Also in Aungier Street is **St. Peter's Church**.

Trams run down Aungier Street to College Green and Nelson's Pillar, or the return can be made down York Street into Stephen's Green and Grafton Street.

The continuation of Aungier Street forms the busy thoroughfare of **South Great George's Street**, where once stood the stately church of St. George of Windsor and the houses of many of the Irish earls. On the right is the commodious **South City Market**, in the Scottish Baronial style, with a street frontage three hundred feet long.

Exchequer Street leads off South Gt. George's Street to William Street, where is **Powerscourt House**, once the town house of the Viscounts Powerscourt. It was begun in 1771, and sold to the Commissioners of Stamp Duties in 1811. At the present time it is used as a mercantile house. This and

other houses in William Street possess fine interiors, having formerly been fashionable residences. Farther on is St. Andrew's Street, in which is **St. Andrew's Church**. In the churchyard is a handsome **Memorial** of the men of the Irish Imperial Yeomanry who fell in the South African War, unveiled by the Duke of Connaught in 1904. A short turn to the left leads into College Green, whence a tram may be taken back to Sackville Street and Nelson's Pillar, or a few steps down College Green, St. Andrew's Street, or Wicklow Street bring one into Grafton Street.

ROUTE II.

GRAFTON STREET—ST. STEPHEN'S GREEN—NATIONAL UNIVERSITY AND LIBRARY — NATIONAL MUSEUM — NATIONAL GALLERY—CUSTOM HOUSE—PRO-CATHEDRAL.

The distance covered in this route is about 3 miles.

Grafton Street

is the busiest and most animated in the city, the Bond Street or Regent Street of Dublin. (The Dalkey, Donnybrook or Rathmines trams run from Nelson's Pillar to the Nassau Street end of Grafton Street *viâ* Westmoreland Street.) The street is narrow, and tram lines are not allowed in it. Here will be found the leading shops of all kinds, many with plate-glass windows of immense size and most attractively set out. Here, too, may be purchased reproductions of the ancient Irish gold and silver work, with its intricate and exquisite Celtic ornamentation. The articles are carefully and accurately copied from the originals, many of which may be seen in the Museum (p. 71) and in Trinity College, though some are private property. Irish lace, crochet, and Belleek china are other Irish specialities that may be bought here. Grafton Street opens on to the north side of—

St. Stephen's Green,

a charming pleasure-ground of 33 acres given to the public in 1880 by Lord Ardilaun, at a cost of £20,000. The Green is a delightful place, nearly square, each side being a quarter of a mile long. A wide space available for riding runs round it; beyond is a stream with many varieties of water-birds, the rest being planted with shrubberies, flowers, lawns, etc. From the little bridge there is a charming view of the rockery, cascade and fountains. In the centre is a mounted **Statue of**

George II by *Van Nost*, and on the north side a **Statue of Lord Eglinton**, twice Lord Lieutenant of Ireland. In honour of those who fell in battle during the Boer War, a **Memorial Arch** has been erected at the entrance to the Green nearest Grafton Street.

King Street opens off the Green near Grafton Street. Here is the **Gaiety Theatre**, on which £10,000 has recently been spent. Around the Green are many notable buildings and residences. Beginning on the west side (that side which is a continuation of Grafton Street), is the **Royal College of Surgeons**, with a Doric front. The Museum is open on week-days from 10 to 4. The College of Surgeons was one of the first to open its doors to female medical students, who have indeed always received generous treatment at the medical colleges and examinations in Dublin. Almost facing the College is a seated **Statue of Lord Ardilaun**, by *Farvell*, erected by public subscription in 1892. Beyond the College is a Unitarian Church.

Trams run down this side of the Green and along its continuation, Harcourt Street, where is an excellent **Children's Hospital**, adjoining the Training Home of the Red Cross Sisters. At No. 16, Harcourt Street, is the **Municipal Gallery of Modern Art**, with a most interesting collection of modern pictures by French, Italian, English and Irish artists, such as *Manet, Corot, Daubigny, Monticelli, Whistler, Watts, Yeats, Orpen* and others, and sculptures by *Rodin*. The house itself, with its beautiful doorways and internal decorations, is well worth seeing. Further down is the **Harcourt Street Terminus** of the Dublin and South-Eastern Railway. Rathmines, Rathgar and Terenure are further on in the same direction, and may all be reached by tram.

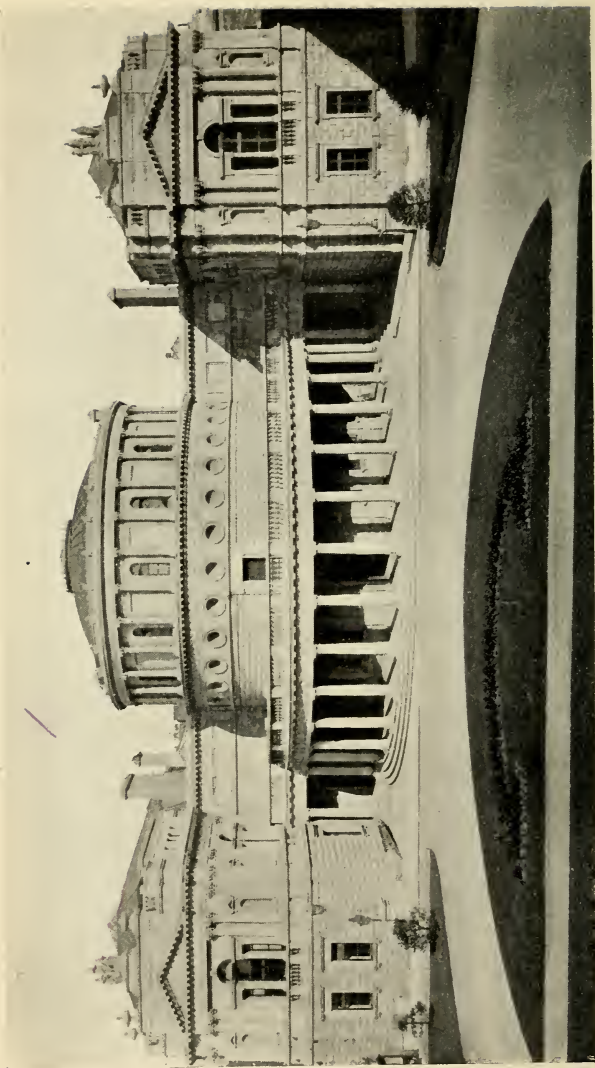
Turning to the left along the south side of the Green, we see the **St. Patrick's Nurses' Home** (for nursing the sick poor in their own homes and for training district nurses) and a large Wesleyan Church and Wesleyan College. Close by (at Nos. 85, 86 and 87) is the **Catholic University and University Chapel**, with a bust of Cardinal Newman (once a Professor here) and a relief of Thomas Arnold, given by his daughter, Mrs. Humphry Ward. The College is under the management of the Jesuit Fathers. Beyond this is Lord Iveagh's Dublin residence. The first right-hand turning leads to Earlsfort Terrace; here is the building of the former Royal University, founded by royal charter in 1880. It was this Univer-



Lafayette,

ST. STEPHEN'S GREEN AND STATUE OF GEORGE II.

[Dublin.]



R. Welch,)

THE NATIONAL LIBRARY.

[Bel/ast.

sity that gave Queen Alexandra, then Princess of Wales, her musical degree.

Under the Universities Act passed a few years ago,—

The National University,

with its constituent Colleges, Dublin, Cork and Galway (formerly Queen's Colleges), and the Queen's University, Belfast, was constituted. The grounds and buildings of the former Royal University have now become the property of the National University, and Lord Iveagh has given some four acres of additional land. The Act authorized the expenditure of £150,000 on the necessary buildings in Dublin, for which a design has been accepted. There are at present 800 students, men and women. There are a number of hostels, both for men and women students, mostly under the management of religious bodies.

Facing the University are the **Alexandra College** and the **Alexandra School for Girls**, with residence houses. The frontage of the school is of original and striking design. The **Jellicoe Memorial Hall**, a building midway between the School and College, originally built in memory of the founder of Alexandra College, was reopened by H.R.H. Princess Christian in 1900, when in Ireland with Queen Victoria. At the corner of Earlsfort Terrace are some residential flats and a skating rink, and a little beyond is the large, but heavy-looking, **St. Matthias' Church**. Close by is a home for poor ladies, and beyond is the fine **Victoria Eye and Ear Hospital**.

Returning to the Green, another wide thoroughfare, **Leeson Street**, may be seen (the Clonskeagh trams run down it) on the right. A short distance down this street is the **Magdalen Church and Asylum**, and further on the fine building of **Christ Church**, Leeson Park. Adjoining this is the **Blind School and Asylum for Females**. Christ Church and St. Matthias' Church are the largest and most fashionable churches in Dublin.

Returning to the east side of the Green, **St. Vincent's Hospital**, under the care of the Sisters of Charity, is passed.

The **United Arts Club**, affiliated with that in Dover Street, London, is at No. 44.

Turning to the left, we reach the north side of the Green, and have before us the well-known *Shelbourne Hotel*, the leading hotel of Dublin. It has a very pleasant outlook across the Green and its ornamental water and is centrally

situated for the railways and the principal sights and places of amusement. Further along this north side of the Green is the **Palace**, the residence of the Protestant Archbishop of Dublin. Here also are various well-known Clubs, the **University** (No. 17), the **United Service** (No. 8), **Stephen's Green** (No. 9), and the **South of Ireland Imperial Yeomanry Club**. **St. Andrew's College for Boys** is at No. 21. Instead, however, of continuing along the Green, we take the first turning to the right—by the side of the Shelbourne Hotel—into **Kildare Street**. Here, on the right, is the **Church of Ireland Training College for Teachers**, with a large day school attached. In the centre of the square is a statue of the late Archbishop of Dublin, Lord Plunket. Just beyond are the splendid buildings of—

The National Museum and Library.

The National Library is open free on week-days from 10 to 10. Admission upon introduction by some person of known respectability. The Museum is open free, from 11 to 5, summer; 11 to dusk, winter; Tuesdays, 11 a.m. to 10 p.m. On Sundays the Natural History Museum and the Art Museum are opened alternately from 2 till 5 or dusk.

The foundation-stone of the new premises, devoted to Art and Industries, was laid in 1884 by the then Prince of Wales, and the buildings were opened in 1890. The Natural History Museum is much older. On the right-hand side of the quadrangle is the Museum, on the left the Library. The older, heavy-looking building facing the entrance is **Leinster House**, the property and home of the **Royal Dublin Society**, and formerly the residence of the Duke of Leinster. This Society was founded in 1731 for the purpose of promoting husbandry and useful arts and sciences, and received its first Parliamentary grant in 1761. It is a large and influential Society, chiefly known for its famous Horse and Cattle Shows, held in the extensive grounds and buildings of the Society at Balls Bridge, about two miles distant. The August Horse Show is probably the largest and most fashionable gathering of the kind in the world. The spring and winter shows are more utilitarian, being chiefly devoted to cattle, dairy, and other country produce. **Leinster House**, bought by the Society in 1814, contains a large lending library and reading rooms open to members.

The Government has undertaken the support of the Museum and the Library and the Botanical Gardens at Glasnevin since 1865.

Facing the entrance gate is an imposing **Memorial of Queen Victoria**, jokingly known as "Ireland's revenge." At the base are powerful figures representing Peace and War, while the pedestal is crowned by an extremely ugly statue of the late Queen.

The chief architectural feature of the Museum and Library is the semicircular central portion, the upper storey having a series of Irish marble entablatures. These central buildings are flanked by handsome rectangular blocks, with groups of statuary on the sky line, and are connected with the home of the Royal Dublin Society on one side and with the School of Art on the other. In one angle, above the colonnade connecting the Museum with Leinster House, is the cleverly-planned **Lecture Theatre** of the Royal Dublin Society, where, during the winter, musical recitals are held weekly, and scientific and other popular public lectures given. The Museum contains natural history, art, and industrial objects.

The **National Library** comprises a great reading-room, horse-shoe-shaped, sixty-three by sixty feet, with a domed roof, and a smaller reading-room, offices, etc., besides the book-stores, in which over 150,000 volumes are arranged in five flights of cases, with iron floors between. It is visited on an average by 580 readers daily.

The ground floor of the Rotunda of the **National Museum** (right-hand wing) contains casts from antique statues and Indian bronze cannons from the Punjab. Beyond the Rotunda is a fine oblong central court with a gallery around. The ground floor of the court contains casts of models by Foley and other sculptors, some fine Eastern carved work, Irish, English, and foreign silver plate, and the Dunraven collection of photographs showing the development of Irish architecture. Here also are casts of the singular old Irish crosses found at Monasterboice (*see* p. 108) and elsewhere. In the West Rooms (door to right of main staircase facing the entrance) are Greek, Roman, Egyptian and Assyrian antiquities. In the next rooms (4 and 5) Ethnography, India and Persia, are represented; room 7 has musical instruments, ancient and modern; rooms 8 and 9 are devoted to furniture, both Continental and English; while room 10 has varying loan collections. In the annexe are shown mineralogical and geological collections and a relief map of Ireland. These are among the most important of the exhibits. On the first floor, the gallery of the Rotunda exhibits casts of modern sculpture; the gallery of the Central Court, Celtic antiquities, electrotype reproductions of works of art, etc. The West Rooms, Nos. 1, 2, 3 and 4, contain the unique and magnificent **Collection of Irish Antiquities** from the Royal Irish

Academy, which no one should miss seeing. They illustrate the Stone Age, the Bronze Age and Early Christian Art. Among the most important objects are St. Patrick's Bell (fifth-century) and its Shrine (eleventh-century), the Ardagh double-handled Chalice, the Tara Brooch, the Clones Silver Shrine, the Crozier of St. Columba, and the Cross of Cong, besides numerous gold ornaments and other well-preserved articles, mainly found in bogs. These ancient gold ornaments show most wonderful workmanship, as do the jewelled and chased shrines. The fifth room contains collections of arms from various nations and periods.

The East Rooms contain laces and embroideries, carvings, porcelains and pottery, furniture, etc.; and the top storey contains the Herbarium and Botanical Museum.

By a passage in the south-east corner of the ground floor the **Natural History Museum** is gained. The collections are exhibited in the old Museum Buildings. The ground floor is devoted entirely to an exhibition of Irish fauna. Here is an excellent and representative collection of Irish birds, birds' nests and eggs, and insects. One of the curiosities of the collection is a small fish choked in the attempt to swallow a very much larger creature, which is plainly visible through its tightly-stretched skin. On the upper floor are representative mammals of the world; and in the upper galleries are foreign birds, reptiles, amphibians, fishes and invertebrates. There is also a collection of human skulls, and casts of skulls and faces, among others those of Dean Swift and the unhappy Stella.

The visitor is advised to purchase the *Short Guide to the Museum*, price one halfpenny. Special catalogues to the various collections may also be obtained at a penny each at the entrances.

Leaving the Museum at the far end of the Natural History section, on the opposite side to that at which we entered, we find ourselves in the well-planted **Leinster Lawn**. An Exhibition was held on these grounds in 1853 and visited by Queen Victoria. Dargan financed this, and started the idea of the National Gallery the following year. Crossing the Lawn we reach—

The National Gallery.

Admission free, 10 to dusk (Sundays, 2 to dusk), except on Thursdays and Fridays (students' days), when a charge of 6d. is made. During October the Gallery is closed for cleaning and repairs.

The Gallery contains, besides paintings by ancient and modern artists, such as *Raphael*, *Rembrandt*, *Rubens*, *Titian*, *Vandyck*, *Hals*, etc., a gallery of sculpture, collections of

engravings, and a good collection of national portraits. The Gallery has recently been considerably enlarged by a suite of fine octagonal rooms. The Portrait Gallery contains many portraits of exceptional interest to students of Irish history and literature.

In the Lawn on this side of Leinster House are statues to Prince Albert (by *Foley*), to Dargan, a great benefactor to Ireland, Sir R. Stewart, etc. The enclosure is open to the public.

Facing the National Gallery is **Merrion Square** (*not open to the public*). It is of great size. A number of the houses round are the residences of leading Dublin physicians. Many noted men have lived here—Sir W. Wilde, Sir P. Crampton, and, at No. 58, Daniel O'Connell. Here too is **Plunkett House** (No. 84), bought by subscription and given to Sir Horace Plunkett as a centre for the various organizations to which he has devoted his life. At **Mornington House**, 24, Upper Merrion Street, leading out of the Square, the Duke of Wellington was born. The house is now the office of the Land Commission; opposite are the offices of the Department of Agriculture and Technical Instruction. Behind are the new buildings of the **Royal College of Science**, opened by King George in July, 1911, the foundation-stone having been laid by King Edward VII in 1904. The main building is some 360 feet long, with projecting wings 160 feet long. A portico with Ionic columns forms the main entrance, in Merrion Street, surmounted by a dome and lantern, 116 feet high. The walls are of chiselled granite from Co. Dublin quarries, with dressings and an open balustrade of Portland stone. On the ground floor is a large lecture theatre, and there are many well-equipped laboratories and lecture rooms. The College is under the control of the Department of Agriculture and Technical Education. Several scholarships are open to students, and many well-known men of science hold or have held chairs here. That part of the buildings not used by the College is occupied by various Government Departments.

In Lower Merrion Street, a continuation of the west side of Merrion Square, is **Merrion Hall**, a large building used for evangelistic services, meetings, etc. Opposite the Hall is Clare Street, a short street leading to Nassau Street. Merrion Street leads into **Westland Row**, where is the station of the Dublin and Kingstown line. Next to the station is a large Roman Catholic chapel, **St. Andrew's**, with a colossal figure of the apostle over the entrance.

Instead of going down Westland Row, turn to the left on leaving Merrion Street, by **Lincoln Place**. Here is the **Royal Irish School of Art Needlework**, with a depôt for the sale of the beautiful work produced. Beyond is an entrance to Trinity College, and a little farther the red-brick **Dental Hospital**. Lincoln Place is a short street running, like Clare Street, into Leinster Street, leading to **Nassau Street**, a thoroughfare with good shops on one side and Trinity College grounds on the other. Opening from it, on the left-hand side, is **Kildare Street**. The handsome house at the corner, with clever stone carvings, is the well-known **Kildare Street Club**, the most aristocratic in Dublin. Here, too, is the **College of Physicians**. Also in Kildare Street is the **National Museum and Library** (*see p. 70*).

Dawson Street is another street on the left of Nassau Street. Here is the *Royal Hibernian Hotel*, and on the opposite side **St. Ann's Church**, where Mrs. Hemans, the poetess, is buried. A little farther up, also on the left-hand side, is the **Royal Irish Academy** (*open free from noon to 4 p.m.*). The splendid collection of native antiquities has been transferred to the National Museum, but the Library is well worth a visit, containing as it does many interesting manuscripts and autograph letters, as well as the poet Moore's library. There is a fine collection of old Irish manuscripts, better known and valued by German scholars than by English. The next building of note in Dawson Street is the **Mansion House**, standing some way back from the street. The building on its left is the Corporation Dining Hall, in front of which is an equestrian statue of George I. The **City and County Conservative Club** is also in Dawson Street, at No. 41.

The upper end of Dawson Street opens on to the north side of Stephen's Green, which we have already visited. We can either walk back down Grafton Street, the next street to Dawson Street, or take any of the trams that run down Dawson Street to O'Connell Bridge.

Before the Bridge is reached we pass on the right **Great Brunswick Street** (opening off College Street), in which are, on the left hand, the **Antient Concert Rooms** and **St. Mark's Parish Church**. On the right is the **Queen's Royal Theatre**, said to be the oldest in Ireland.

In **Townsend Street**, a squalid thoroughfare running nearly parallel to Great Brunswick Street, is the **Coffee Palace**, with concert hall, temperance refreshment rooms,

etc., and the central offices, mission hall, etc., of the **Irish Church Missions**, a range of red-brick buildings on the left-hand side. In Hawkins Street, running off Townsend Street on the left, is the building formerly known as the Leinster Hall, now reconstructed as the **Theatre Royal**, with winter gardens and lounge adjoining. This street leads to **Burgh Quay**, where stand the **Corn Exchange** and **O'Connell's Conciliation Hall**. At the junction of Hawkins Street and Burgh Quay is a beautiful monument, unveiled by Lord Dudley in 1906, to the heroic Constable Sheehan, of the Dublin Metropolitan Police, who gallantly gave up his life in an attempt to rescue some workmen who had become overpowered by noxious gas while working in a sewer beneath the Quay.

On the other side of the river Liffey, which can be crossed by O'Connell or by Butt Bridge, is that fine building—

The Custom House.

The old Custom House was much higher up the river, but as navigation was impeded by the Stand-fast Dick Rock, on which Christ Church Cathedral stands, the Government adopted a more suitable site, and the first stone of the present building was laid in 1781. The construction occupied ten years, and the cost amounted to £400,000, the greatest sum expended on any building in the city. The Custom House was at one time considered the finest edifice appropriated to such a use in Europe. What with furniture, repairs and additions, by 1811 the total cost had run up to nearly £600,000.

In form the building is quadrangular, 375 feet long by 205 feet deep, the longest and finest fronts facing north and south. The south, or river, front has a central portico of four Doric columns, with an alto-relievo in the tympanum of Hibernia and Britannia embracing on a car of shell, Neptune driving away Famine and Despair, and a fleet of ships bringing prosperity. On the attic storey are colossal statues of Neptune, Plenty, Industry and Mercury. Arcades of rusticated masonry connect the centre pile with the wings, above which are coats of arms. The north front, though not so fine as the south, is seen to great advantage from the semi-circular Beresford Place. The statues on the entablature represent Europe, Asia, Africa, and America. The cupola is on the plan of those at Greenwich Hospital, and a colossal statue of Hope resting on her anchor surmounts the graceful dome, which is 113 feet from the ground level. There are many fine apartments in the interior; besides the Customs and Excise, the Local Government Board and the Estate

Duty Office have extensive ranges of offices within the building.

The quays to the east of the Custom House lead to **North Wall Station** and the **Steamboat Quay**. Here are the various landing-stages for the cross-Channel, London and North-Western, Glasgow, London, Belfast and other steamers, repairing docks, etc. The river may be crossed by a ferry boat.

Leaving the Custom House by Beresford Place, we pass Lower Abbey Street and Gardiner Street on the left, and can proceed by way of Store Street and Amiens Street to **Amiens Street Station**, the terminus of the Great Northern Line. (North Strand Road, the continuation of Amiens Street, leads by the north side of Dublin Bay to the suburbs of Clontarf and Dollymount, to which places trams run). Or turning into Talbot Street, which faces the station, we reach Marlborough Street on the right, a short distance up which, on the left-hand side, is—

The Roman Catholic Pro-Cathedral,

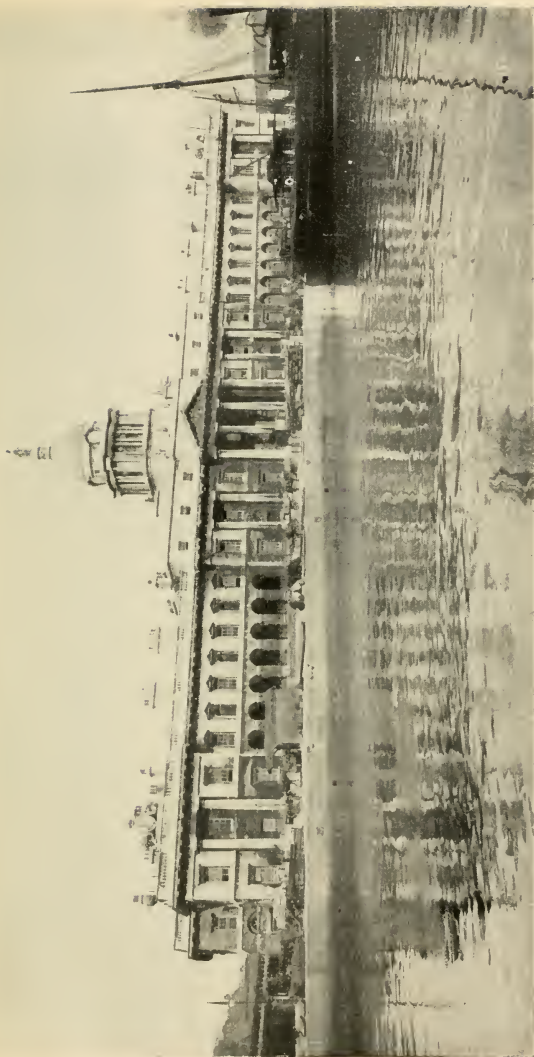
or St. Mary's Cathedral Church of the Conception, a large and somewhat heavy building in the Doric style, with a rich interior. Massive Doric columns divide the nave from the aisles, and stained-glass windows light the apse, with its fine altar in white marble. The semi-dome above contains a representation of the Ascension. Visitors are expected to put something in the box at the door.

The buildings opposite the Cathedral are the headquarters of the **National Schools**, and comprise the Teachers' Training College, the Model Practising Schools (open to inspection three days a week), and the administrative offices of the Commissioners of National Education in Ireland, who control some eight thousand schools throughout the country. Turning to the right, down Earl Street, or any of the parallel streets, in a few moments we regain Sackville Street.

ROUTE III.

ST. MARY'S ABBEY—FOUR COURTS—BURKE'S BIRTHPLACE—KING'S INNS—MATER MISERICORDIÆ HOSPITAL—THE ROTUNDA.

Starting again from Nelson's Pillar, we turn up Henry Street or Abbey Street, the second turning on the right, and cross Capel Street, a wide thoroughfare leading south-



[Dublin.]

THE CUSTOM HOUSE.

T. F. Geoghegan.]



R. Welch,]

THE FOUR COURTS.

[Bet/ast.

ward to Grattan Bridge and the Castle. Between this street and the next the old **Abbey of St. Mary** existed for some seven hundred years. Founded for Benedictine monks, about 896, presumably by the Danes, it was transferred to the Cistercians in 1139, and under them became one of the richest in Ireland. It was suppressed by Henry VIII and its endowments confiscated, the buildings being long used as a quarry by adjacent residents. The old Essex or Grattan Bridge was built almost entirely of material obtained from it, and the collapse of the bridge some ten years later was considered a proof of the ill-luck attending the spoliation. The Annals, or "Chartularies of St. Mary's Abbey," near Dublin (as it was originally defined), have been preserved to a great extent, but of the once magnificent buildings only a few crumbling fragments, mixed with the surrounding houses, remain. The Crypt or Chapter House was long used as a wine vault. In 1718 the corpse of a prelate in full pontificals was found in the Abbey; this was supposed to be the body of Felix O'Ruadan, Archbishop of Tuam, who was buried in the chancel in 1238. Facing St. Mary's churchyard is the large **Jervis Street Hospital**, managed and nursed by the Sisters of Mercy. This hospital (rebuilt a few years ago) is one of the oldest in Dublin.

Crossing Arran Street into Pill Lane, where is the **Fish and Vegetable Market**, we turn to the left down Charles Street, opposite Richmond Bridge, and then to the right, along King's Inn Quay, where are the splendid buildings of the Courts of Justice called—

The Four Courts.

(The Phoenix Park or Kingsbridge trams from O'Connell Bridge will also bring one here.)

The Courts were erected in 1786, during the Irish Independence, at a cost of £200,000. The hall of the Four Courts is a perfect circle, sixty-four feet in diameter, with entrances to the Exchequer, King's Bench, Chancery, and Common Pleas Courts leading from it. It is adorned with statues of Truth and of Chief Baron Joy, Sir Michael O'Loughlin, and Lord Plunket. A grand dome, supported outside by a colonnade of Corinthian pillars, rises above this circular hall, and busts of legal celebrities ornament the place—entablatures representing historical events making up the imposing effect of the whole. The statues over the portico represent

Moses, supported by Justice and Mercy, with Wisdom and Authority at the angles. New police, bankruptcy, and other courts have been added in recent years.

Whitworth or Church Street Bridge, just beyond the Four Courts, was in ancient times known as the Old Ford of the Hurdles, from which Dublin took its former name—the town of the Ford of the Hurdles. Here was subsequently built the first bridge over the Liffey, the “*Bridge of the Black Strangers*,” for centuries the only communication between the city proper and the Norse colonists on the north side of the Liffey, who founded St. Mary’s Abbey and St. Michan’s Church.

By still continuing westward, along **Arran Quay**, the visitor will find, at No. 12, the **Birthplace of Edmund Burke**. Burke was born in 1728 or ’29, entered Trinity College in 1744, and went to London in 1750. On this quay also is the fine **St. Paul’s Roman Catholic Church**, which contains a handsome altar and a painting in the semi-dome of the apse. Beyond **Queen’s Bridge**, at **Usher’s Island**, on the other side of the Liffey, may be seen a long low building, used as the offices of the Society for the Suppression of Mendicity. This was formerly the **Moir House** of the Rawdons, Earls of Moira, when Usher’s Island was a pretty rural suburb; and afterwards when it was a gay and fashionable neighbourhood. John Wesley stayed here in 1775, and spoke of it as the handsomest house he had ever seen.

Barrack or Victoria Bridge next spans the Liffey. **King’s Bridge**, still farther west, is a handsome structure, erected in memory of George IV’s visit to Ireland. On its south side are the **Kingsbridge Terminus** of the Great Southern and Western Line and **Steeven’s and Dean Swift’s Hospitals**; and on the north the **Blue Coat School**, founded by Charles II for the children of poor citizens, and the **Royal Barracks and Soldiers’ Home**. One of the entrances to Phoenix Park is quite close to this bridge.

Turning to the right, up Church Street, just past the Four Courts, we have on the left **St. Michan’s Church**, a seventeenth-century structure with a fine tower, on the site of an old Danish Church. The vaults, which may be inspected, contain numbers of bodies in a partly mummified state, preserved by some curious antiseptic means. Emmet is believed to be buried here, though the family burial-place is at St. Peter’s. St. Michan’s has some interesting old plate and a curious cutty stool for the punishment of transgressors.

Further along Church Street is the **Franciscan Capuchin Monastery**. The Fathers, who may be known by their sandalled feet and long brown girdled coats, have a large Church, and have built the **Father Mathew Memorial Hall** here. They carry on much useful temperance and other work among the poor of this district.

At the top of Church Street we turn to the right along King Street and Bolton Street, passing the **Linen Hall Barracks**. Green Street, turning off to the right of King Street, contains the old Courthouse where O'Donovan Rossa and many other Fenians, and the Phoenix Park assassins, were tried and sentenced. A new court-house and police cells have been built. At the end of Henrietta Street, on the left-hand side of Bolton Street, are the **King's Inns**, a very striking building, consisting of a centre and two wings, surmounted by a painted cupola. Lofty caryatides support the pediments of the wings. The dining hall is a grand apartment, ornamented with portraits and busts. The King's Inns were built in 1776-84. The library was removed in 1802 to a handsome structure in Henrietta Street. The works are, of course, chiefly legal. To the west of the Inns there is a whole nest of public buildings: the Hardwicke, Richmond and Whitworth Hospitals, the North Dublin Workhouse, Richmond Lunatic Asylum (an immense place with over 2,000 patients), Richmond Penitentiary, Grangegorman Prison, etc.

The **Richmond Surgical Hospital**, rebuilt a few years ago, is perfectly appointed, and well worth a visit. Connected with it are the **Hardwicke Fever** and **Whitworth Medical Hospitals**, supported by a Government grant, and attended by a large number of medical students.

Returning to Bolton Street, we turn to the left up Dominick Street (which contains the **Dominican Priory** and **St. Saviour's Church**), and shortly reach the imposing, granite-built **Broadstone Station**, the terminus of the Midland Great Western Railway. A good view is obtained from here of the King's Inns, the Linen Hall Barracks, the dome of the Four Courts, the North Dublin Union, the low tower of St. Michan's, and the Augustinian Church, with the hills rising behind. Now taking the Phibsborough Road, or the tow-path of the **Royal Canal**, below the viaduct, we turn northwards as far as **Blacquiere Bridge**, where, regaining the high level, we turn to the right, along the North Circular Road.

From here a tram can be taken either back to Nelson's Pillar or on to Glasnevin Botanic Gardens (Glasnevin tram), or the Phoenix Park tram on to the Park. The gate at this end of the Park is the nearest to the Zoological Gardens.

An excellent view of the city lying beneath the hills may be obtained from this point. On the left are the quadrangles and towers of **Mountjoy Convict Prison**, on the right the stately pile of the finest and largest hospital in Dublin, the **Mater Misericordiæ**, with over 300 beds, under the care of the Sisters of Mercy. Just beyond is **St. Joseph's Roman Catholic Church**.

Passing the front of the Hospital along Eccles Street and crossing Dorset Street (Sheridan was born at No. 12), we reach **St. George's Church**, by many considered the most beautiful and elegant of the Dublin churches. It is entirely in the Ionic order, with a portico of four fluted columns. On the frieze is the superscription: ΔΟΞΑ ΕΝ ΥΨΙΣΤΟΙΣ ΘΕΩ ("Glory to God in the Highest"). The principal feature is the lofty and graceful spire, two hundred feet high. St. George's cost £90,000, and its fine peal of bells is considered to be worth £1,500.

A little below St. George's Church, in Temple Street, is a large **Children's Hospital**, under the care of the Sisters of Charity. In Upper Gardiner Street, parallel to Temple Street, is the Jesuit **Church of St. Francis Xavier**, with a fine portico of four lofty Ionic columns, surmounted by three statues.

Returning to Gardiner Place, and turning to the right, along Great Denmark Street, we emerge in Rutland Square, opposite the **Presbyterian Church**, a handsome building in the Decorated Gothic style, with a lofty spire. This church was a present to the Presbyterians of Dublin from Alexander Findlater, the distiller, in 1864. On the north side of the square is a stone-built house with two dwarf obelisks by the door, standing a little back from the street. This house, now the Census and Registration Office, was formerly the town mansion of the Earls of Charlemont. The first of the line, Sir Toby Caulfeild, came to Ireland in the reign of Elizabeth, and was appointed Governor of Charlemont Fort by Lord Lieutenant Mountjoy for his services against Hugh O'Neill. In 1620 Sir Toby was raised to the peerage as Lord Caulfeild, Baron Charlemont. The town house was

built by James, Earl of Charlemont, and was long considered the finest in the city. The ceilings and interior ornamentations are well worth examining.

Passing down the east side of the Square, we reach the circular building known as the **Rotunda**, where concerts, entertainments, circuses, etc., are held, and the adjoining **Rotunda Hospital**, commenced in 1751 through the exertions of Dr. Mosse. Government contributed £12,000 to the fund, and the premises were completed six years later. It is one of the oldest Lying-in Hospitals, and is of great repute among medical students and for the training of maternity nurses, who come here from England and elsewhere for instruction. The lateral extensions completed in 1895, which face Britain Street and Granby Row, are three storeys high, of red brick, with terra-cotta stone dressings. Episcopalian services are held twice on Sundays, at 11.30 and 4, in the Hospital Chapel.

This north side of Dublin, part of which we have just traversed, was long the most fashionable residential quarter, and the interiors of the houses, especially those in North Great George's Street, which runs parallel to the east side of Rutland Square, are very fine. The rooms are large and lofty, often with extremely beautiful inlaid or carved chimney-pieces, and with ceilings painted by Angelica Kauffmann or other well-known artists of the eighteenth century. No longer a fashionable quarter, many of the houses on the north side are now, however, let out as tenements, and have fallen into sad neglect and disrepair. Such houses, though outwardly fairly respectable, form the worst and most congested slums of all. Happily, the Georgian Society, by its valuable publications, is taking steps to preserve for future generations the memory of these rich and beautiful interiors. The Alexandra College Co. Tenements, working (on a small scale) on Miss Octavia Hill's lines, has bought up some of these old houses, put them into good repair, and then let them out. The rents are collected weekly by members of the Guild.

ROUND AND ABOUT DUBLIN.

ROUTE I.

PHENIX PARK—THE ZOOLOGICAL GARDENS—THE VICEREGAL LODGE —LUCAN—LEIXLIP—CELBRIDGE—MAYNOOTH.

There are three **Tram Routes to Phoenix Park** : one, the Kingsbridge route, runs along the south side of the quays from Hatch Street, passing *en route* Westland Row station and O'Connell Bridge. This route ends at the Kingsbridge station, and does not go so near the Park as the line on the north side of the quays, which starts at O'Connell Bridge and runs to Parkgate Street, past the Four Courts and the **Royal Barracks**. These barracks are very extensive ; behind, on Arbour Hill, is a large military hospital and prison. Another military hospital and several rows of neat artisans' dwellings are in a street on the right-hand side and facing the Park. On the left-hand side, close to the Park, is the **Soldiers' Home and Institute**. The third route to the Park (Donnybrook tram) runs from Donnybrook down Nassau and Sackville Streets, past the Pillar and along the North Circular Road, where, at Phibsborough, is a magnificent R.C. Chapel under the care of the Vincentian Fathers. The Chapel, recently rebuilt, is crowned with the highest and, next to St. George's Church, the most beautiful spire in Dublin. The tram continues past the Cattle Market, the Marlborough Barracks and a large Orphanage, where the girls still wear the quaint costumes of over a hundred years ago, when the Orphanage was founded. This route (a roundabout journey) terminates at the entrance to Phoenix Park nearest to the Zoological Gardens.

The Botanic Gardens at Glasnevin may conveniently be visited on the way to or from the Park, the tram routes (by the last-named line) being almost identical (*see* p. 91).

PHENIX PARK

is nearly 2,000 acres in extent and about seven miles in circumference. Nearly the whole is open to the public. It is the largest park in Europe, and, with the exception of Yellowstone Park, the largest in the world, as it certainly is

one of the finest and most beautiful. The name is a corruption of the Irish word for a spring of running or clear water, Fionn-uisge. The Park originally belonged to the Knights Hospitallers. They surrendered it to Henry VIII, and it was enclosed as a deer park in the reign of Charles II. It was given to the people of Dublin for a public park in 1747 by the Earl of Chesterfield, Lord Lieutenant, who laid the ground out in an ornamental manner and erected the pillar, 30 feet high, with its imaginary phœnix rising out of flames, which stands at the intersection of four of the main avenues. A great part of the Park is beautifully wooded, although a heavy gale in February, 1903, destroyed thousands of trees. Of the splendid rows of elms in the main avenue, hardly any were left, and nearly two thousand of the beautiful old hawthorns were blown down. The deer are very tame.

The great extent of the Park may be realized when it is known that, besides the large tracts open to the public, the People's Park, the cricket and polo grounds, extensive review grounds, etc., it also contains the Viceregal Lodge and grounds, the residences of the Chief and of the Under-Secretary for Ireland, and of the Lord Lieutenant's Secretary, a large Military School for the sons of soldiers, the Zoological Gardens, a Military Hospital, the offices of the Ordnance Survey and an immense depôt and barracks of the Royal Irish Constabulary. The last-named is near the North Circular Road entrance.

Just before entering the Park by the Parkgate Street entrance, the **Royal Military Hospital**, an extensive building, dating from 1786, is on the right hand. A broad and magnificent avenue leads from the gate right through the centre of the Park. This is the route invariably followed by car drivers, though the road on the left, overhanging the Liffey and the Chapelizod road, and planted with fine trees, is far more beautiful. But the whole Park is worth seeing, and as the drives and roads are level and well kept, it is a favourite resort of cyclists. The views, too, are fine. Dublin and many of its large buildings are seen in the foreground, while the Dublin and Wicklow mountains bound the horizon. The **People's Park** lies between the Parkgate Street and the North Circular Road entrances to the Park. It is a beautifully laid out and planted enclosure, with an ornamental sheet of water.

Just beyond the People's Park is the entrance to the **Zoological Gardens**. *Admission, 1s. week-days; Saturdays, 6d.; Sundays and public holidays, 2d.* These charming gardens, on beautifully undulating ground, are well worth a visit. The collection of animals is extensive and valuable, and the keepers are eminently successful in rearing lion cubs. Many kinds of aquatic fowl are to be seen on the large sheet of water. The lions are housed in the recently constructed **Lord Roberts's House**. The picturesque central building is **Haughton House**, built in memory of Dr. Haughton, for many years Secretary of the Gardens. The upper floor is a refreshment room; below are enclosures for kangaroos and other creatures. The keepers are delighted to show the clever tricks of the seals, elephants, etc. There are also a large open-air aviary and a spacious monkey-house, etc.

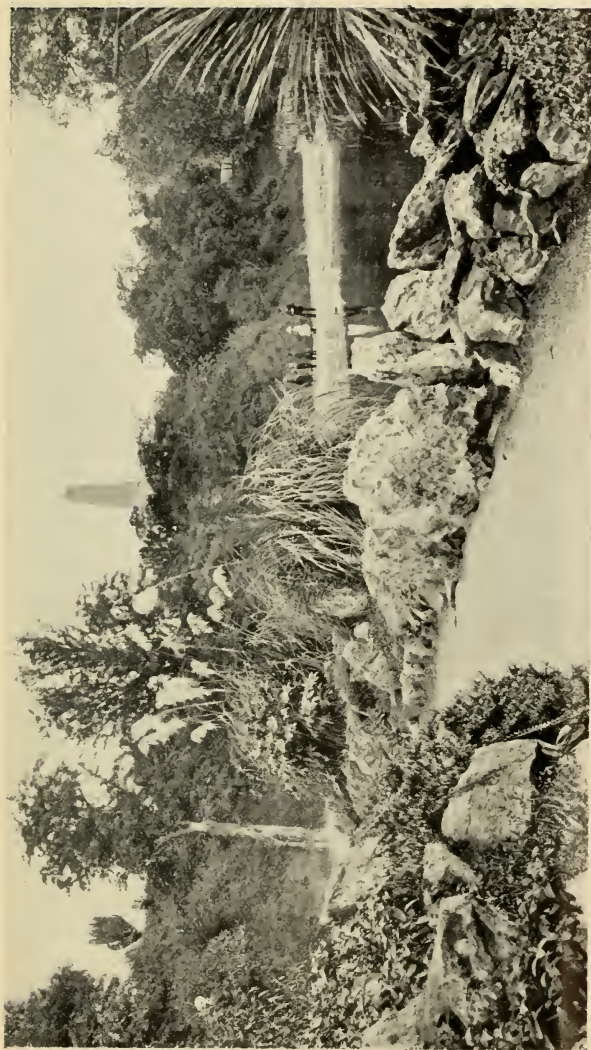
The road running to the left of the entrance leads to the main avenue of the Park.

Returning thither (before the turn to the Gardens is reached), a fine equestrian **Statue of Lord Gough** will be seen outside the People's Park. A stone near here commemorates Lord Ardilaun's recent gift of 800 trees. On the left of the statue is the **Wellington Monument**, a lofty and massive obelisk 150 feet high, inscribed with the names of the Duke's victories, and with bronze panels in low relief. Some distance along the lower road is a large Magazine Fort, built by Wharton in fear of invasion, hence known as "Wharton's Folly," and the object of Dean Swift's witty satire. It is built on the site of what was the Manor House.

The main avenue runs in a straight line through the Park, the road on the right leading to the Zoological Gardens, and the next turn, also on the right, to the Viceregal Lodge. On the right-hand side of this avenue is the Polo Ground, and on the left the part known as the "fifteen acres," where military reviews are held.

From here may be seen, through the trees on the right, the **Viceregal Lodge** (not open to the public), the official residence of the Lord Lieutenant, a long, low building with a Grecian portico and a dense shrubbery in front, situated about a mile from the entrance to the Park.

Exactly opposite an opening in the shrubbery two crosses may be seen cut into the path on the left hand. The one nearer the road marks the site of the murder of the Chief Secretary, Lord Frederick Cavendish, and that nearer the



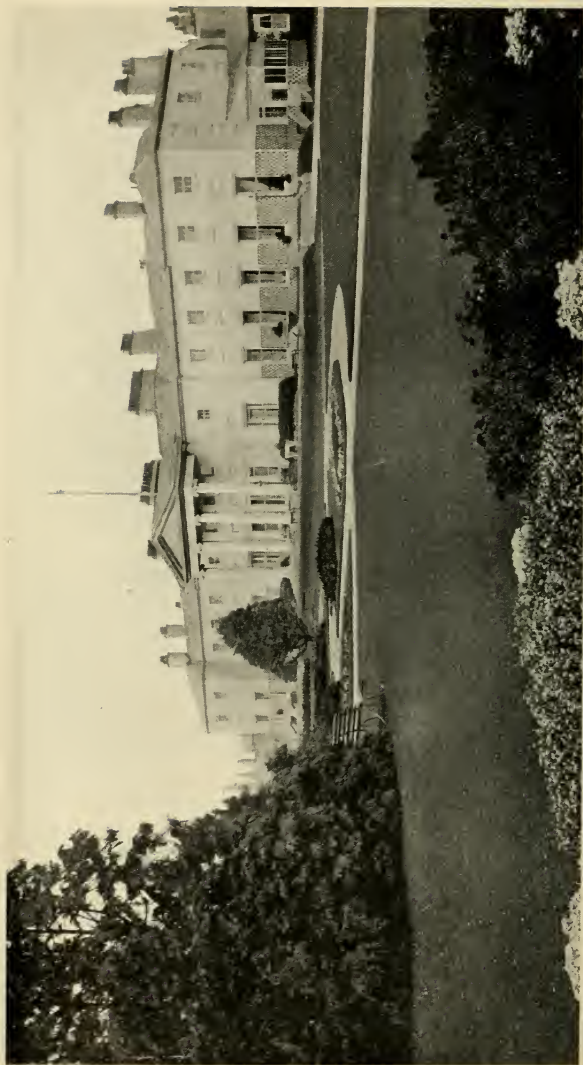
Dublin.

17

R. Welch,]

THE PEOPLE'S PARK, PHENIX PARK.

[Belfast.



R. Welch,]

THE VICEREGAL LODGE.

[Betjast.

grass the murder of the Under-Secretary, Thomas Burke, on May 6, 1882, by the band of cowardly assassins who called themselves the Irish Invincibles. In the dusk of the evening Earl Spencer, looking through the windows of the Lodge, observed a scuffle going on, and sent his secretary to inquire into the matter, but before he could reach the spot the fiendish work was done, and Brady, Kelly, Delaney, and Caffrey, driven by Kavanagh, had escaped through the Chapelizod Gate, and thence by way of the Tallaght Road and Terenure got safely back to Dublin. It is by Lady Frederick Cavendish's express wish that no permanent memorial has been erected to mark the tragic deed. The culprits were all eventually brought to justice.

Opening from the main avenue on the left, near the Phœnix Pillar, are the entrances to the **Chief Secretary's** and the **Under Secretary's Lodges**. Some distance from the further end of the Park is the **Dunsink Observatory**, with the residence of the Astronomer Royal of Ireland. The Observatory was built in 1785, and endowed by Dr. Andrews, Provost of Trinity College. Certain clocks in Dublin are controlled by the Observatory clock. *The Observatory is open on the first Saturday of each month from 7.30 to 9.30 in winter.*

Turning down any of the roads to the left of the Phœnix we reach, near the Chapelizod gate of the Park, the **Royal Hibernian Military School** and a **Cromlech** discovered in 1836; the two human skulls and necklace contained in the cromlech are in the National Museum. Between the Chapelizod gate and Parkgate the beautiful lower road near the Liffey runs, and here also is one of the most beautiful and least-known parts of the Park, the **Hawthorn or Fairy (Furry) Glen**. This glen ought, of course, to be visited in May or early June, when the hawthorns are in blossom. There are an immense number of these trees, many evidently very old. The undulating ground and the sheets of water add to the picturesqueness and beauty of this secluded part of the Park. Another beautiful glen lies to the right of the Hibernian School.

We can leave the Park by this south-west and most remote gate, **Knockmaroon**, to enter the celebrated—

Strawberry Beds,

which extend for some distance along the steep north bank of the Liffey, past the little village of **Palmerston** and its

quaint, tiny, ruined church on the south side of the river, to **Woodlands**, the picturesque seat of Lord Annaly. During June and July many visit these beds for the sake of the delightful views and the fruit and cream to be obtained at the little thatched cottages. Near here is the **Stewart Asylum for Imbecile Children**. The tram can be taken to Lucan, a few miles farther on, or back to Dublin.

The picturesque old-world village of **Chapelizod** is said to date from the time of the British King Arthur, and to derive its name from *La belle Iseult*, or Izod. The name can be traced back in State documents to the eleventh and twelfth centuries. Later it was an adjunct of the priory at Kilmainham, and the old square belfry tower attached to the Protestant Church is said to have formed part of the religious house. Close to Chapelizod are the **Hermitage Golf Links**, one of the finest courses around Dublin.

At Parkgate (or at the Chapelizod or Knockmaroon gates, as may be most convenient), the **Lucan and Leixlip Electric Tram** (cars, 1st and 3rd, every half-hour) should be taken for the seven-mile run through the little villages of Chapelizod and Palmerston to—

Lucan.

The journey occupies nearly an hour. The town is prettily situated in a wooded vale on the south side of the Liffey, and contains a church with tower and spire, and a one-arched stone bridge, designed by Brunel, over the river. Lucan was the site of one of the castles of the Pale, originally built by Richard de Peche. Richard's descendant, Waryn, founded a monastery to St. Catherine in 1220. In the seventeenth century the castle and demesne became the property of Patrick Sarsfield, James II's celebrated general, a cenotaph to whom stands in the Vesey demesne. But Lucan is chiefly noted for its sulphur spas, which of late years have become exceedingly popular. This is a great hunting district. Trout and salmon fishing can also be had. There is a good nine-hole golf course near the hotel and about two miles away is the Hermitage 18-hole course. The chief meets of the Meath and Kildare foxhounds and the Ward Union staghounds are within reach of the hotel. The beautiful park of the Vesey demesne (containing among other fine trees some magnificent beeches) is open to the public, and, entering it by the Spa, we can walk up the river for about

a mile to the famous **Salmon Leap**, or to Leixlip, where the river forms a beautiful waterfall amid charming sylvan surroundings.

The village of **Leixlip** stands on the north bank of the Liffey, and is celebrated in song and story for its bright sunny river, its dark leafy bowers, and its spacious domain. The castle, still in occupation, was erected by Adam Fitz Herefort, some time after the Anglo-Norman invasion. Its towers, covered with ivy from base to battlement, rise finely above the surrounding trees. There are charming walks on both sides of the river. Some hand-loomes may still be seen in use here and at Chapelizod, and there are also woollen factories.

At Leixlip the visitor should take the steep road on the left of the Roman Catholic Chapel, and then again to the left, when he will shortly come to what is the oldest bridge in Ireland, certainly the oldest on the Liffey, though it bears the paradoxical name of **New Bridge**. This picturesque four-arched structure was built so long ago as 1308 by John le Decer, then Mayor of Dublin. It was preserved from destruction a few years ago by the owner of St. Wolstans, an adjoining estate. In the latter demesne are the fragments of the old **Monastery of St. Wolstans**, which Fitz Herefort of Leixlip erected in 1208.

A short distance further west is the demesne and residence of the Conolly family, **Castletown**. From the front of the mansion (which is said to contain 365 windows, one for each day of the year) a fine avenue of limes leads by the main gate south-westwards to the clean little village of **Celbridge**. At Celbridge Abbey lived Swift's "Vanessa" (Esther Van-homrigh), and a seat beneath the rocks at the river's edge is said to have been their favourite retreat for reading and conversation.

From Leixlip station, on the Midland and Great Western line, a run of three miles and three-quarters, affording good views of the river Rye and the charming and extensive demesne of **Carton**, the seat of the Duke of Leinster (*grounds open to the public*), will bring us to Maynooth. Tea can be obtained at the **Shell-house** in Carton, which contains many curios, Toby jugs, carvings, etc. In the garden are a fine avenue of old trees and a rosary. The *Rye* was the boundary between the kingdoms of Meath and Leinster, as it now is for some way between the counties of Meath and Kildare.

Maynooth.

Maynooth is a modern form of a very ancient Irish name—that of a king in the first century. Here may be seen not only the **Roman Catholic College** whose parliamentary grants provoked such fierce contests, but a fine old fifteenth-century church with a very strong tower, and the extensive remains of **Maynooth Castle**, the stronghold of the powerful Kildare Geraldines.

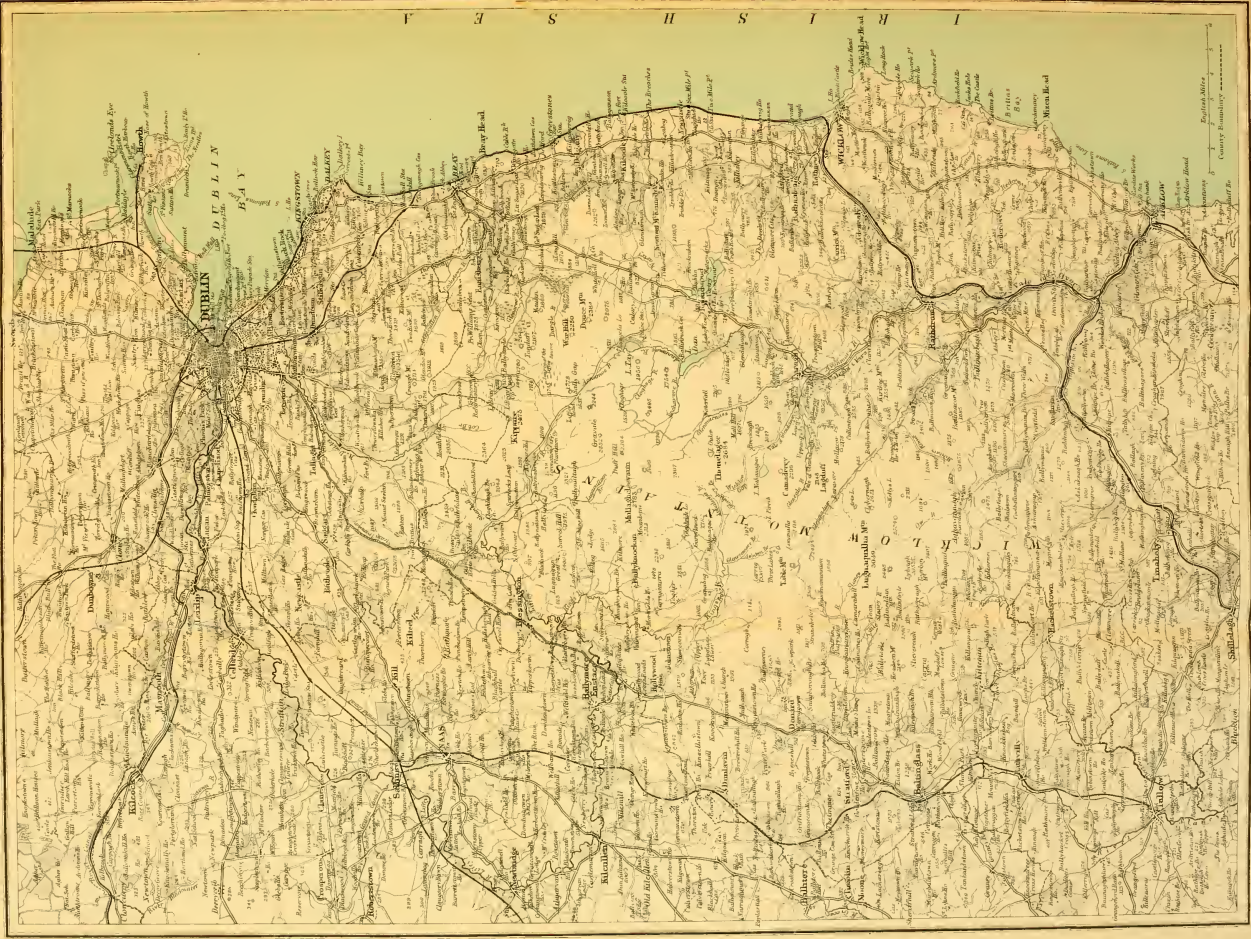
The ivy-clad ruins of the Castle, which was built on the borders of the English Pale, are close to the main entrance of the College, and on the opposite or left side of the road is the Protestant Church, the square tower of which is all that remains of the ancient Roman Catholic Chapel. The walls of the Castle are eight or nine feet thick; the older part was built about 1230; it was enlarged and the towers added in 1426. Gerald the Great, the eighth earl, left his lands to endow a college if such should be built, and his son therefore built one. In a ruined church hidden in a grove about a mile from the present College the earliest members of the College staff are buried. This College was suppressed by Henry VIII in 1538, but was rebuilt and renamed as St. Patrick's College, and is now one of the constituent colleges forming the National University. Its grants were commuted in 1869 by a sum representing fourteen years' purchase, plus £20,000. The buildings, erected in 1846 from designs by Pugin, and recently enlarged, are very fine and commodious.

The **College Church** at Maynooth, built in the Gothic style, was consecrated in 1891, and cost some £49,000. It has a fine rose window in the west front, a good organ, and no fewer than 454 carved oak stalls. Another building is known as the **Aula Maxima**, and is used for public gatherings. On the lawn is a very fine old yew tree—said to be as old as the old college.

King Edward VII and Queen Alexandra visited Maynooth College in 1903, being received by the R.C. Archbishop of Dublin and other members of the Irish Roman Catholic hierarchy. Queen Mary paid a visit in 1911.

From the time of the Anglo-Norman invasion the Fitzgeralds, or Geraldines, had acquired by force immense tracts of country south of Dublin, and none among the barons more constantly and fiercely raided the territories of the native chieftains or of their own countrymen. The Desmond GERAL-

ENVIRONS OF DUBLIN AND THE WICKLOW MOUNTAINS



dines lorded it over the greater part of Munster, but the "position of the Geraldines of Kildare was even more important," says the Hon. Emily Lawless in her *Story of the Irish Nation*, "on account of their close proximity to Dublin. In later times their great keep at Maynooth dominated the whole Pale, while their followers swarmed everywhere, each man with a G embroidered upon his breast in token of his allegiance." From 1480 to 1513 Gerald the eighth earl, called Geroit Mor, or the Great, was to all intents and purposes King of Ireland. Indeed, when summoned to London to answer a charge of conspiracy, the other barons swore that "all Ireland could not govern the Earl of Kildare." "Then let the Earl of Kildare govern all Ireland," replied Henry. The king advised him, however, to get a good counsel. "By St. Bride," said the earl, "I know well the fellow I would have; yea, and the best in England, too!" "Who is he?" said the king. "Marry, the king himself," laughed the bold earl. Kildare was reinstated as deputy; his son succeeded him, and the grandson also; but with the latter's reign came the downfall, for, his father having been placed in prison, the hot-headed youth formally declared war against the King, then Henry VIII, cannonaded the English ships from Howth Hill, and garrisoned his castle at Maynooth. Artillery soon, however, broke the hitherto invulnerable fortress, and the defenders surrendered. Many of them were hung in a row, and hence in after years, "the Pardon of Maynooth," meant the gallows. The Earl, called "Silken Thomas," because the fringes of his followers' helmets were of that material, surrendered shortly after, and a year or two later was hanged at Tyburn with five of his uncles.

The castle grounds are now laid out as pleasure gardens, and trees adorn the slopes of the old fosse.

This district is all flat but luxuriant, and is a great hunting and grazing centre. It may be remembered that the late Empress of Austria came to this neighbourhood for the hunting, and visited Maynooth College more than once.

The return to Dublin (15 miles distant) can be made by the Midland and Great Western Railway to Broadstone.

ROUTE II.

GLASNEVIN CEMETERY AND THE BOTANIC GARDENS.

A cemetery is not usually considered a cheerful place to visit, but no tourist should leave Dublin without having spent some little time here and at the adjacent Botanic Gardens, more especially as the two-mile *ad.* ride by the Glasnevin tram will afford a good means of becoming acquainted with

the northern parts of the city. In the Cemetery Daniel O'Connell, John Philpot Curran, and Charles Stewart Parnell are buried.

Starting from Nelson's Pillar, the route lies up Sackville Street and the eastern side of Rutland Square, passing the Rotunda and the Presbyterian Church, through Frederick Street, crossing the Drumcondra Road, up Blessington Street and Berkeley Road to Blacquiere Bridge on the North Circular Road. Before reaching the bridge the fine Mater Misericordiæ Hospital and St. Joseph's Roman Catholic Church are seen.

Crossing the bridge over the Royal Canal, Mountjoy Convict Prison is seen on the right, and the hills in the distance on the left and south. Then turning to the right, along Phibsborough Road, the line crosses Westmoreland Bridge, over the main stream of the canal. At **St. Vincent de Paul Male Orphanage** we alight, and, turning up the road by its side, soon reach the entrance gates of—

Glasnevin Cemetery,

also known as **Prospect Cemetery**. It was formed in 1832, and occupies an area of considerable extent, being laid out with great taste. Leafy avenues intersect it in every direction, and striking monuments are everywhere to be seen. The mortuary chapel is close to the gates, and the conspicuous **Monument to Daniel O'Connell**, the "Liberator," who died in 1847 at Genoa, is immediately opposite. This takes the shape of one of the old round towers of Ireland, and rises to an altitude of 160 feet, with a cross eight feet high surmounting it. In the moat below are a number of vaults, in one of which lies Steele, O'Connell's staunch supporter. His epitaph is simplicity itself—"Honest Tom Steele." Near by is the tomb of William Dargan, the industrial regenerator of Ireland. The beautiful little Gothic Memorial Chapel to O'Connell, designed by Dr. Petrie, is just to the right.

The **Grave of Parnell**, which, on the anniversary of his death, is visited by great crowds, lies opposite the door of the mortuary chapel. No tombstone has been erected. It is surrounded by iron railings, and almost covered by artificial wreaths and crosses. Near Parnell's grave is a fine statue to Barry Sullivan, the tragedian.

To reach **Curran's Tomb**, a plain sarcophagus of granite,

modelled on that of Scipio Barbatus, take the avenue leading down the Cemetery, having O'Connell's Tower immediately on the right, and then turn to the right and keep on, past the old disused entrance gate. The tomb lies off the path on the left hand. Returning, notice the beautiful canopied tomb on the right of the gate.

The Botanic Gardens.

Admission free. Week-days—10 till 7, from April 1 to September 30; and 10 till sunset from October 1 to March 30. Sundays—2 p.m. to 7 p.m., or dusk in winter.

To reach these the visitor must regain the road at St. Vincent de Paul Orphanage, and either take the tram again or turn to the left down the main road by the tram-lines, when the entrance gates will be reached in about half a mile.

The Gardens, instituted by the Royal Dublin Society in 1795, taken over by the Science and Art Department in 1877, and now under the Department of Agriculture and Technical Education, cover about forty acres of undulating ground, occupying the site of a mansion and demesne, once the residence of the poet Tickell, 1725-40. This house, near the entrance to the gardens, is now the residence of the Director. Swift, Stella, Addison, Sheridan, Parnell the poet, and other celebrities lived near; and one of the walks in the gardens is known as Addison's Walk. The gardens, watered by the little river Tolka, are charmingly laid out with flower beds, shrubberies, a rockery, etc., and contain some fine palmhouses and conservatories, one being exclusively devoted to a splendid specimen of the Victoria Regina water lily. Orchids and tree-ferns are very successfully cultivated, and space is allotted to the culture of the ordinary edible plants: there is also a museum with specimens of various kinds of wood and their uses. The ferneries are well worth a visit, especially the house containing fine specimens of the Killarney fern. In November the chrysanthemums, of which an immense variety are shown, attract a great number of visitors. A **School of Gardening** is connected with the gardens, and in the neighbourhood is a **Model Training School** in connection with the National Board of Education. Here, too, is the **Albert Institute**, or Model Farm, of 180 acres, in connection with the Department of Agriculture, for agricultural students. Practical instruction in dairy work is also given to female students.

Dean Swift lived close by, at Delville, and Steele at Elm-hurst (now a private lunatic asylum), a house frequently mentioned in Swift's letters. The whole neighbourhood is associated with Swift, Stella, and Delany.

Further on is the **Claremont Institution for Deaf and Dumb Children.**

(A visit to the Botanic Gardens can very well be combined with that to Phoenix Park (*see* p. 82), as trams for the latter can be taken at Phibsborough Corner, which is also passed by the Glasnevin tram.)

ROUTE III.

CLONTARF AND DOLLYMOUNT.

These places, situated on the north side of Dublin Bay, and within two or three miles of Dublin, are much frequented during the summer months by bathers and golfers. The trams proceed from Nelson's Pillar by Earl Street, Talbot Street and North Strand, and cross the **Royal Canal** by Newcomen Bridge, and the mouth of the *Tolka*, where it empties itself into the Bay, by Annesley Bridge. On the right the slobland extending from the main road away to the Great Northern Railway embankment is being rapidly filled in with a view to the formation of an open space to be known as **Fairview Park.** The vitriol works of Ballybough, at Annesley Bridge, were first used as a white flint glass manufactory. From this point the road skirts the edge of Dublin Bay, which stretches away to the right beyond the viaduct of the Great Northern Railway to the South Wall Breakwater, on which stand the Pigeon House Fort, the conspicuous generating station for the electric lighting system of Dublin, and, at the end, Poolbeg Lighthouse. On the left is Marino House (p. 93), once the residence of James, Earl of Charlemont. The Roman Catholic Chapel by the roadside was first used as a Dominican monastery, and afterwards as the parochial chapel of Drumcondra. At the **Crescent** (No. 3 of which was the residence of Will Carleton in 1853) the roads to Malahide and Howth branch off to the left, and a short distance farther is the suburb, formerly a little fishing village, of—

Clontarf,

with a station on the Great Northern line. Clontarf is a very ancient place, a church and monastery having been



R. Welch,]

[Belfast.

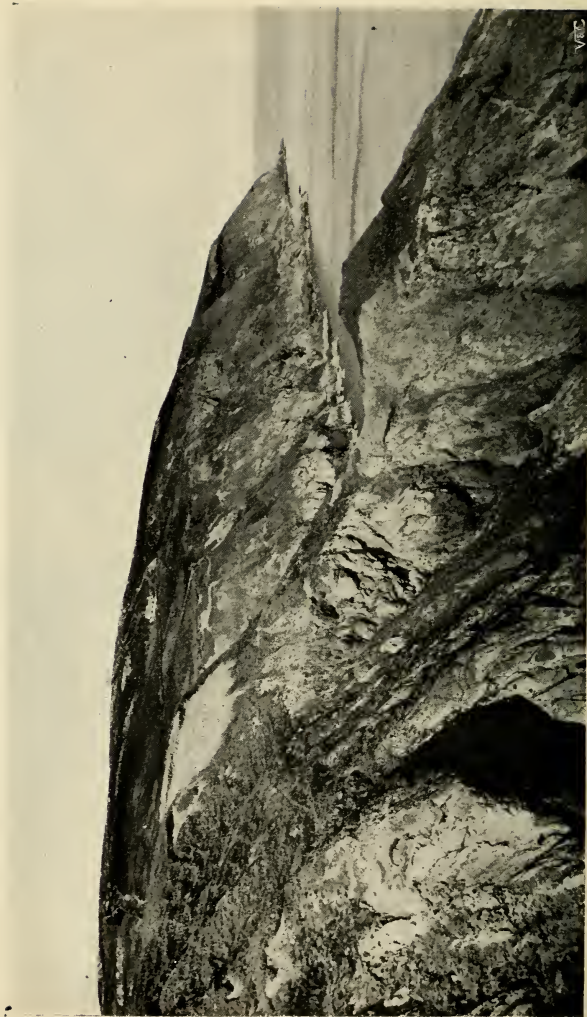
NEAR THE ENTRANCE, PHOENIX PARK.



R. Welch,]

[Belfast.

LAKE IN THE ZOOLOGICAL GARDENS.



[Belfast.

HOWTH HEAD.

R. Welch.]

founded here in 550, though no traces remain. Its name signifies "the plain of the bull," a large sandbank near having been considered to resemble a bull. It is also known as "the Marathon of Ireland," from the desperate battle fought upon its plain between the brave Brian Boru and the Danish invaders in the beginning of the eleventh century, though late researches would seem to indicate a spot nearer Dublin as the scene of the conflict. **Clontarf Castle**, the seat of the Irish Vernons since 1660, a handsome castellated mansion, was rebuilt in 1835.

Marino House, now a Roman Catholic training institution for the Christian Brothers, is a fine stone mansion, and has in its day been the shrine of rich treasures of sculpture and painting. These collections, with those from the town house in Rutland Square, have been removed to the Caulfeilds' seat in County Tyrone. Grattan, Curran, and Flood were frequent visitors during the residence here of the Earl. The demesne, some two hundred acres in extent, contains some fine trees, and from the roof of the Doric **Temple** a splendid view is obtained of the Bay, Howth Hill, and the Dublin and Wicklow hills. It is, however, difficult to obtain entrance to the demesne. At Clontarf also is the **O'Brien Institute for Roman Catholic Orphan Boys**.

About a mile and a half inland from Clontarf is **Artane**, a large and well-known Industrial School for boys, under the charge of the Christian Brothers, a lay religious brotherhood whose special work is educational. They have charge of many day and other schools in Ireland. About 800 boys live at Artane, and are educated and taught various trades. There is a large farm, besides some sixteen or more different workshops. The place is well worth a visit.

Dollymount,

a short distance beyond Clontarf, boasts extensive and smooth sands, the scene of many a shooting match. On this ground the famous international match between the riflemen of Ireland and America was decided. At Dollymount, too, near the **North Bull Wall** (9,000 feet long), which stretches out into the Bay towards the **Poolbeg Lighthouse**, are the **Golf Links** of the Royal Dublin Golf Club. The course is three miles long, and is considered excellent. Close by is **St. Anne's**, Lord Ardilaun's beautiful seat. **Howth** (p. 96) lies beyond.

ROUTE IV.

KILMAINHAM AND CLONDALKIN.

Kilmainham is in the immediate neighbourhood of Kingsbridge Railway Terminus, and is reached by the Inchicore tram from College Green. It lies two miles west of the General Post Office. Brian Boru encamped here prior to the battle of Clontarf, and the Abbey of Kilmaignend (as the name was anciently spelt) was one of the most important of its kind in Ireland. "Here the dissolute and discontented Dermot MacMurrough assembled the first importation of his Welsh adventurers . . . and here the stern Strongbow founded that military monastery whose priors were influential lords of the Irish Parliament and frequently the governors and chancellors of the island" (*D'Alton*). The Priory of Knights Templars flourished until the suppression of the order in 1309, when the Hospitallers established themselves in their place. It finally fell, with similar institutions, in the great dissolution of the monasteries by Henry VIII, and in 1680 the **Royal Hospital for Ancient and Maimed Soldiers** was erected on its site from designs by Sir Christopher Wren. The Hospital cost some £23,559. The entrance is surmounted by a clock turret and spire. Concerts are frequently held in the beautiful hall, which has some fine oak wainscoting and a collection of armour. Service is held in the Chapel at 11 a.m. and 3 p.m. on Sundays. The Hospital is the official residence of the Commander of the Forces, and is the headquarters of the army in Ireland. The grounds of this "Irish Chelsea" are well-kept and park-like. Richmond Barracks, the disused Gaol and Courthouse, the Island Bridge Barracks, the South Dublin Union, and Swift's and Steeven's Hospitals are all in the neighbourhood.

Kilmainham Gaol (now closed) was notable as the place of confinement of Parnell and other leading members of the Land League under the 1881 Coercion Act. It is enclosed by a lofty wall of grey stone. Many of the prisoners were confined in the spacious central hall, though Parnell had a separate room. The next year the Phoenix Park murderers were housed here, and here, on an improvised gallows, five of them suffered the extreme penalty of the law. The **Sarah Bridge**, or Island Bridge, over the Liffey, was erected in 1791. It derives its name from Sarah, Countess of Westmoreland, who laid the first stone.

A four-mile run from Kingsbridge Station will bring us to—

Clondalkin,

which is of interest as containing the nearest ancient **Round Tower** to Dublin. This structure, probably dating from the ninth century, has no doubt withstood many a siege by the Danes, who sacked the contemporary monastery. It is about eighty-four feet high and quite perfect. The door is fifteen feet from the ground, twelve feet of this height being solid masonry. At the base the tower is forty-five feet in circumference, and the walls are three feet thick. About two-thirds up the interior diameter suddenly narrows. The top is finished with the usual conical cap. This is one of the few round towers that can be ascended. In 1787 the Clondalkin Powder Mills, containing not less than two hundred and sixty barrels, were accidentally blown up, but though the shock was felt through the metropolis, not a stone of the Round Tower was displaced.

Clondalkin was the scene of the famous duel between Daniel O'Connell and D'Esterre, in which the latter was shot dead, while the moral shock to O'Connell coloured the whole of his after-life, and gave him a horror of bloodshed.

HOWTH.

Cheap Afternoon Tickets are issued to Howth by tram or train, including the ride round the Head by tram.

A VISIT to Howth will amply occupy a day, or indeed a summer holiday, for here may be had fine cliff walks with extensive views, boating and sea bathing. Rocky islets, ruined abbeys, an old castle, a martello tower, lighthouses, a cromlech, and the grounds of Howth Castle are all within reach. Howth is a favourite place for summer residences, the air being wonderfully fresh and invigorating, and its hillsides are dotted with pleasant villas, though the village itself still remains crowded, unsightly, and unsavoury.

We reach Howth (pronounced with a broad soft vowel sound, thus, *Hōathe*) either by train or tram. It is a pleasant run of eight miles on the Great Northern Railway from Amiens Street Station, passing Clontarf, Raheny and Howth Junction, thence along the side of the narrow neck of land, with fine sea views, to Howth station. Trams also run from Nelson's Pillar, Dublin, to Howth—past Clontarf, and the ruins of the ancient church of Kilbarrack, past Baldoyle and its racecourse, and Sutton, where are golf links and a hotel, on to Howth, passing the entrance to Howth Castle, and ending at the East Pier, about half a mile beyond the station. The ride takes rather more than an hour.

Another electric tram starts from Sutton and from Howth, and carries passengers up the Hill of Howth, round the Head, and down on the reverse side. This is a magnificent ride, and as the journey can be broken at any of the wayside stations it is an easy way of climbing to the summit, visiting the lighthouse, and enjoying the invigorating air and lovely views. There are refreshment rooms near the summit (563 feet). A great part of the headland is still wild and unenclosed. If the ascent is made from Howth, the Dublin and Wicklow hills, Kingstown Pier and Bray Head will be seen on the descent. Tram or train back, either to Howth or to Dublin, can be taken at Sutton. Circular tickets are issued.



[*Dublin.*

IRELAND'S EYE, FROM HOWTH.

T. Mason,]



R. Welch,]

[Belfast.

THE BAILY LIGHTHOUSE, HOWTH.



HOWTH CASTLE.

“The bold and nearly insulated promontory called the Hill of Howth, which forms the north-eastern terminus of the Bay of Dublin, would,” says Dr. Petrie, “in itself supply abundant materials for a topographical volume—and a most interesting work it might be made. For the geologist, botanist, and naturalist it has abundant store of attractions, while its various ancient monuments of every class and age—from the regal fortress, the sepulchral cairn, and from the cromlech of Pagan times to the early Christian oratory, the abbey, and the baronial hall of later years—would supply an equally ample stock of materials for the antiquary and the historian.” The promontory was at one time known as *Ben-na-dair*, on account of the large number of oak trees which grew here. From Kingstown, Howth looks like an island, as the narrow neck connecting it with the mainland lies very low.

Emerging from the station, turn to the right for Howth Castle and the Episcopal Church, which is close at hand, surrounded by beautiful trees.

Howth Castle.

(The Howth demesne is open to the public during the summer months from 2 p.m. to 7 p.m. on Saturdays only.)

Howth Castle, formerly the seat of the Earl of Howth (the title is now extinct), is a fine baronial mansion, erected in 1564 by Christopher, twentieth lord of Howth, and incorporating the earlier fortress. The square towers have the stepped battlements noticeable in the tower of St. Patrick's Cathedral and elsewhere, and which are almost peculiar to Ireland. The great feature of the mansion is the Armorial Hall, a fine apartment, with many relics of antiquity. Here is the sword of Sir Armoricus Tristram, first lord of Howth, whose surname of St. Lawrence was acquired because of his great defeat of some Danes at Howth Hill on a St. Lawrence's Day during the Anglo-Norman invasion; it is a tremendous two-handed weapon with a hilt nearly two feet long. Also here are the bells from the old abbey, a full-length portrait of Dean Swift, several fine paintings, and many old pieces of armour and weapons. In one of the other chambers is a picture depicting a quaint incident connected with the family. In 1575 Grace O'Malley, or Grania Waile, a chieftainess from the west coast, proceeded to London to pay homage to Queen Elizabeth. Here she distinguished herself by

Dublin (g)

heartily shaking the hand extended to be kissed. Returning to Ireland, she landed at Howth, and proceeded to the castle to enjoy the usual national hospitality, but the family being at dinner the gates were closed. Enraged at what she considered a breach of Irish hospitality, she waited her opportunity and presently seized the young heir of the family, whom she carried off to her fortress in Clew Bay; nor was he restored until his father entered into an express stipulation that his gates should never again be shut at the dinner-hour, and it is a fact that until a somewhat recent date this custom was strictly observed. Near the Castle is a venerable old tree with but few branches left, and these carefully propped and chained. The tradition is that whenever a branch falls a member of the family dies.

When the azaleas and the rhododendrons, a most varied and lovely collection, are in blossom, flowering over the steep cliffs, the gardens are a marvellous sight. In the demesne is the great **Howth Cromlech**, consisting of ten enormous masses of quartz.

Adjoining the station is the extensive but badly-situated **Harbour**, which was constructed in 1807 at a cost of about £300,000 as a packet station, but was abandoned in favour of Kingstown Harbour, by reason of the insufficient depth of water except at certain tides. "Had it been constructed but one furlong to the eastward of its present situation, the navy of Great Britain might have been moored within it, sheltered from the prevailing winds, in a safe anchorage, and with a depth of water uninfluenced by ebb or flow of tide." There is a large lighthouse on the east pier, and two smaller ones on the west pier. Of late years the Harbour has been dredged, and is utilized as an important fishing station. Farther out is the picturesque rocky islet called **Ireland's Eye** (Ey is a Celtic affix meaning island), and beyond may be seen Lambay Island. Ireland's Eye is also known as St. Nessan's Island, from the saint who, in 570, founded the first Howth Abbey on it (one of the earliest Christian churches in Ireland), some remains of which are still standing. The abbey was transferred to the peninsula in 1235. If the weather be calm, the visitor should hire a boat for a pull across to the picturesque islet, with its broken and jagged outlines. Boat there and back, including waiting an hour, 2s. 6d.

Of the two roads seen soon after leaving the station, the

higher ascends past the Constabulary Barracks, the ruined Abbey, the Catholic Church, and the village lying on the north slope of the hill.

The venerable **Howth Abbey**, one of the few specimens of Gothic architecture in the county of Dublin, was erected in 1235 in place of St. Nessan's Abbey and on the site of an older one founded by Sitric, the Danish king of Dublin. The ruins, though roofless, are in a fair state of preservation, but do not boast much architectural beauty. In the chancel is a fine tomb representing a mailed warrior and his lady, which, Wakeman says, belongs to Christopher St. Lawrence, thirteenth earl, who died in 1430, and his wife. Some of the old monastic buildings on the south of the wall are incorporated with the fishermen's houses. The *Book of Howth* was commenced in St. Nessan's Abbey and continued in Howth Abbey.

The lower road leads round the harbour below the Abbey and the martello tower (which contains the shore end of the submarine cable to England); then, ascending, passes on the left the Howth baths for ladies—below which is **Balscadden Bay**, a charming little bathing strand, with machines—and the baths for gentlemen. The road opposite the latter leads over the summit of **Howth Hill**.

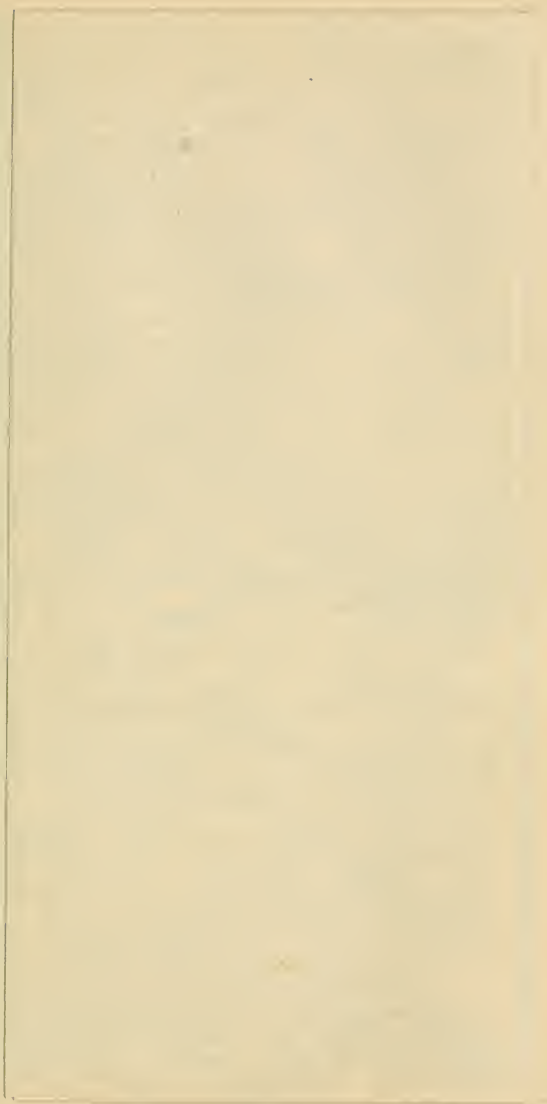
This cliff path, running past the gentlemen's baths right round the headland, is a splendid walk, commanding a wide expanse of sea, with Ireland's Eye and Lambay Island, and the coast and the Mourne Mountains beyond. Below are sharp cliffs, a rock-bound shore, and seething waters. The split in the singular **Puck's Rock**, near the bend in the road, was made, tradition says, by the tormenting sprite whom St. Nessan knocked hither with his famous Book from Ireland's Eye, and the figure, somewhat resembling a human being, is supposed to be the sprite. It is a dangerous and treacherous coast in a storm (scarcely a year goes by that does not chronicle loss of life by boating or shipping disasters here), and the cliffs are almost inaccessible at any point.

On a grass-covered projecting rock south-east of the Head stands the **Baily Lighthouse**, a fine structure, exhibiting one of the most powerful lights on the Irish coast. The white light flashes every 30 seconds and is visible 15 miles. An order from the Irish Lights Commissioners (D'Olier Street) is necessary to view the interior. The special system in use here and at Wicklow and other lighthouses along the coast

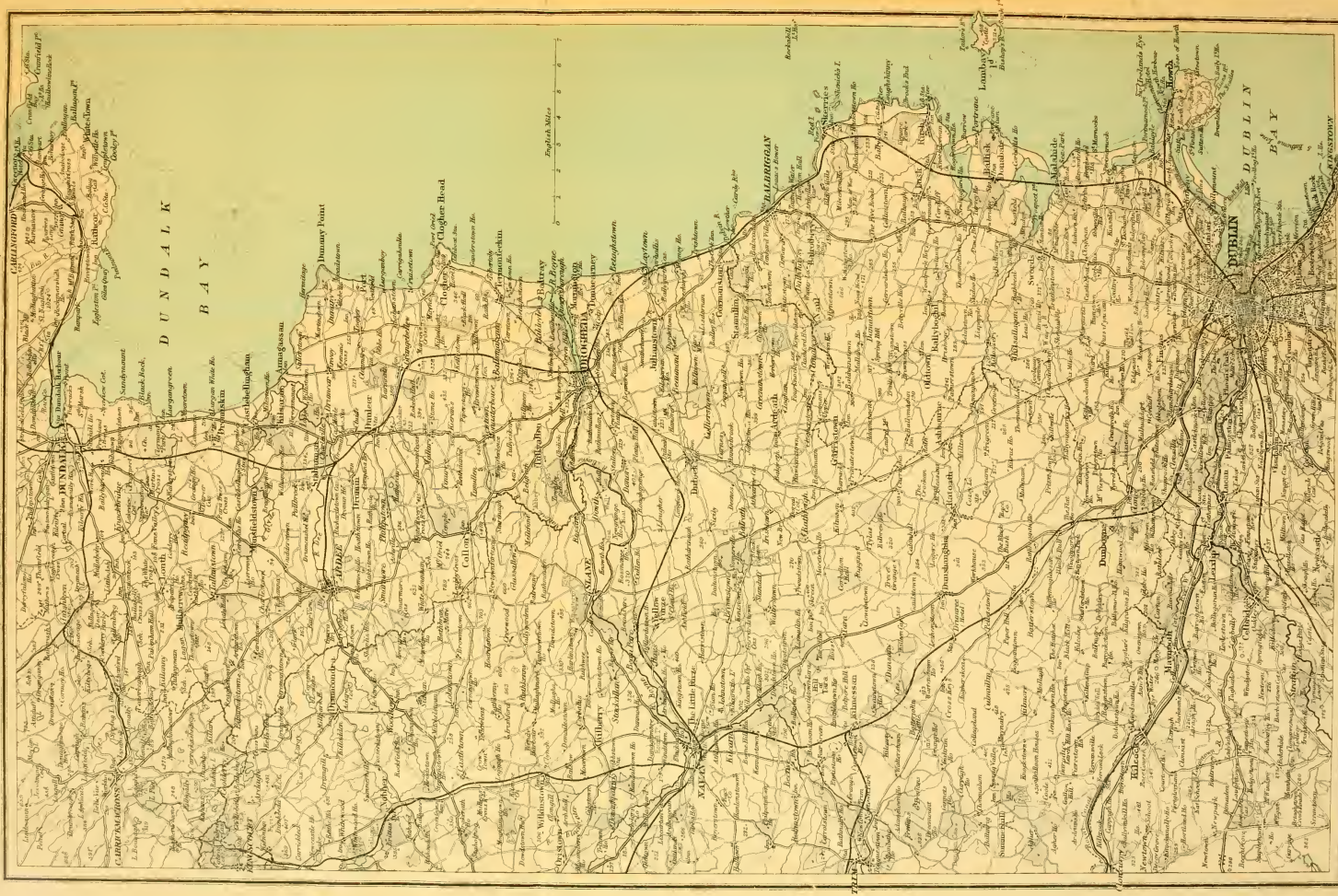
is the invention of the late Mr. Wigham, of Dublin. The gas is burnt at a high temperature, and additional rings of burners can be instantly added by the lighthouse keeper in foggy weather, thus enormously increasing the illuminating power. The system can be used as a fixed, revolving, or flash light. The view from the lighthouse is magnificent, comprehending the whole of Dublin Bay and the shore sweeping round eastward to Bray Head, with the Wicklow hills beyond. At times even the Welsh hills are visible. The banks of the little stream hard by and the heathery slopes make excellent picnic spots.

The path leading back over the summit of the hill may be taken, or that leading west by Sutton, so making a complete circuit of the Head.

On the highest point of the hill, called **Shiel Martin**, is a **Cairn**, said to be that of Crimthan, the *Ard-righ*, or head King of Ireland, in the time of Julius Agricola. It commands views both north and south of the peninsula, and is well worth the ascent. To the west of Howth Castle are the ruins of a tiny ancient oratory, called **St. Fintan's Church**, with a rude cinquefoil window at the east end. The cromlech before mentioned lies between this and the castle, at the boot of the huge rock which overlooks the demesne.



DUBLIN, THE BOYNE VALLEY, DUNDALK, & CO.



DROGHEDA AND THE BOYNE VALLEY.

Malahide—Drogheda—Newgrange—Mellifont—Monasterboice
—Slane—The Boyne Valley—The Hill of Tara, etc.

Access.—During the summer the *Great Northern Railway* issue excursion tickets every week-day by the 9 a.m. train (10.10 on Sundays) from Dublin for the railway journey to and from Drogheda and a coach drive through the valley of the Boyne. On Tuesdays and Fridays the route taken by the coach differs from the route on the other days. The tickets are available for return on the day of issue or the following day. Fares (covering railway journey and coach drive), first class, 9/-; second class, 7/2; third class, 5/6.

The entire round from Drogheda to the Boyne Obelisk, Dowth, Newgrange, Mellifont and Monasterboice, is about twenty miles, and a car to carry four may be hired for about 15s.

It is well to take refreshments, but mineral waters, tea and eggs can be obtained at Mellifont Abbey. Twice a week the route is *viâ* Beauparc and Slane.

The whole round can easily be cycled, but the shortest way by more than a mile from Newgrange to Mellifont is through **Townley Hall**, which by the kindness of Mr. Balfour is open to cars, but *not* to cyclists. Cyclists must return to King William's Glen and ride thence—this lengthens the trip somewhat. Mr. Balfour, with the generosity characteristic of many Irish landlords, allows visitors to drive anywhere through the grounds of Townley Hall—the rhododendrons are specially worth seeing.

No antiquarian should miss visiting the Boyne Valley, the prehistoric tumuli at Newgrange, and the ecclesiastical remains at Mellifont and Monasterboice. They can all easily be reached in a day's excursion from Dublin. With a motor car Malahide and Swords could be visited *en route*, though it is shorter to go direct to Slane.

From Howth Junction the Great Northern Railway continues northward to the little seaside village of **Portmarnock**. Here are extensive sands, golf links, and the ruins of an old

castle, **Rob's Wall**, founded in the sixteenth century by Mac Robuck. Thence the line continues to—

Malahide.

(The Swords mail car, fare 6*d.*, meets certain of the trains from Amiens Street.)

Malahide is a rising watering-place on the coast, with good and safe sea-bathing. There are excellent golf links here—a short course on the mainland, and those known as the Island links (*see* p. 32)—also very good swimming and hot baths for both sexes.

This is one of the few seaside places near Dublin with a sandy coast. On the lovely expanse of sand known as the **Silver Strand**, beautiful shells may be found, especially after a storm. Close by is **Malahide Castle** (Lord Talbot de Malahide), a fine, ivy-covered, battlemented edifice with circular towers at the angles, which was begun in 1174. The hall is roofed with Irish oak, wainscotted throughout with panels carved with Scriptural subjects, and lighted by a fine Tudor window. In the drawing-room are some rare old pictures, notably an altarpiece of Dürer's, said to have belonged to Mary, Queen of Scots, and to have been purchased by Charles II for £2,000 as a present to the Duchess of Portsmouth. *The grounds may be visited, by order from the Agent, on Wednesdays and Fridays.*

The ruins of the old church of **Malahide Abbey**, for centuries the burial-place of the Talbots, contain the altar-tomb and effigy of one of the Talbot ladies, Maud Plunket. Having married the son of the Baron of Galtrim, who was slain a few hours later, she was "maid, wife, and widow on the same day."

About two and a half miles west of Malahide (by public car, 6*d.*), and ten from Dublin, may be seen the Round Tower of **Swords**, considered one of the finest of its kind, and dating from the beginning of the ninth century. It is 78 feet high, and has no cap, but is otherwise perfect.

The object of these curious **Round Towers**, of which there are still 118 in Ireland, chiefly along the north-west coast and in the central parts, has long been disputed; but it is now generally agreed that they were built by the Christians, from the ninth to the thirteenth centuries, as watch-towers (all have windows, very high up, just under the conical roof, looking north, south, east and west) and as treasure-houses and places of refuge against the Danes. They are all built

alike, very solidly of blocks of stone, with a single small doorway high up—6 to 18 feet above the ground—reached by a ladder, which could be easily withdrawn in case of assault. They were nearly always built near churches and monasteries, and are called bell towers in the early Irish records. They were divided into storeys, communicating by ladders. In some the stones are rounded and carefully laid; others are more roughly built of undressed stones. They are generally about a hundred feet high, and taper from the base to the summit. The doorway faces the church to which the tower belonged. The towers at Lusk, Swords and Clondalkin are now the only ones in Co. Dublin.

The **Belfry**, which now forms part of the modern church, though quite separate from it, dates from the fourteenth century, and is the only remaining part of the once grand monastery of Swords. A short distance away are the picturesque ruins of the **Archiepiscopal Palace** (now a nursery garden), surrounded by embattled walls with towers at their angles. These remains sufficiently establish the claim of Swords to have been at one time a very important place. Swords is the oldest town in the county, and until 1327 the Archbishops of Dublin lived here—after that date at Tallaght. The town was founded by St. Columba. The present village is miserable enough. The name Swords means *pure*, from the well near which the ancient church was built about 560. The place was formerly known as Sord-Columbkil, and it is recorded that it was burnt and plundered by the Danes no fewer than ten times between 993 and 1166.

The visitor who returns to Dublin by road from Swords or Malahide will have an opportunity of visiting the **Holy Well of St. Wereburghe**, a seventh-century saint, daughter of the King of Mercia. About four miles south of Malahide is the quaint little **Church of St. Doulough**, a mediæval building on an ancient foundation. This church was built by the Danes; it does not stand due east and west. It has a double stone roof (an Irish architectural feature), a crypt with the saint's tomb, a hermit's cell in the roof, and a penitential bed in the thickness of the wall. Near the church is the **Holy Well of the Blessed Virgin**, under a stone cone; and in the roadway are the stone basement and socket of an ancient **Cross**. Crosses were used in ancient times to mark out church lands; several may still be seen.

Taking train northward from Malahide, we cross the

mouth of the creek by a viaduct and embankment. Then comes the promontory of **Portrane**, on which are a conspicuous monument and the fine buildings of Portrane Asylum, a branch of Richmond Lunatic Asylum. Seaward we have a good view of **Lambay Island** and its lofty cliffs. Lambay Island is about four miles in circumference, and is inhabited by a few coastguard men and their families, and some fishermen. Here, too, a church was founded by St. Columba. The island has fine cliffs and great quantities of seabirds. It boasts also a ruined fort and castle; in the latter Archbishop Ussher took refuge for a time. The Castle has recently been repaired and most skilfully enlarged.

Near the next station, **Rush and Lusk**, we see on the left the remains of a Round Tower and an old church. This circular belfry is built into the steeple of the church. It is 100 feet high and of great antiquity.

There is a large bulb farm here, the sandy soil seeming to suit the tulips, hyacinths, etc., to perfection. Shortly, the ruined **Baldungan Castle** appears on a hill to the left. In 1641 Thomas Fitzwilliam, a lessee of the Lords of Howth, fortified and held this castle against Colonel Jones, the Parliamentarian leader. Jones blew up the greater part of the fortification with gunpowder, and Fitzwilliam surrendered. When Cromwell appeared on the scene he is said to have battered the walls from his ships, though a little scepticism may well be indulged on that point.

Beyond the little fishing village of **Skerries**—the port at which Sir Henry Sidney, Queen Elizabeth's deputy, landed in 1575—the line strikes the sea-board again, and we have a view of the rocky islets from which the village takes its name and of the **Rockabill Lighthouse**; while ahead, if the day be clear, the Louth Hills are visible. On one of these islets (called St. Patrick's, with a ruined chapel) St. Patrick first landed in Ireland. Then passing **Balbriggan**, which gives its name to the fine hosiery made here; **Gormanstown**, with its castle amid surrounding trees; and the bright little watering-place of **Laytown** (9-hole golf links here and at Baltrae), the line crosses the pretty valley of the river *Nanny*, and turning inland reaches the old town of—

Drogheda.

A day will be required to see the most interesting sights in the neighbourhood of Drogheda (pronounced *Drawhedāh*).

The town, thirty-two miles from Dublin, is picturesquely situated on the estuary of the river Boyne, so famous in Irish history.

The name Drogheda means "the bridge of the ford." Since the beginning of the tenth century, when it was one of the principal strongholds of the Danes, it has had more than its share of warfare. It was a frequent battle-ground during the wars between the Irish and the barons of the Pale, and has been taken and retaken times without number. It was at Drogheda that the notorious *Poynings Act*, making the Irish Parliament a mere "Registration Court" of laws passed in England, was framed at the end of the fifteenth century by Lord-Deputy Poynings. The deepest tinge to its crimsoned page was given by Cromwell, who, having landed in Dublin with thirteen thousand men, proceeded straight to Drogheda, then garrisoned by the Royalist army, and summoned it to surrender. Having received a defiant answer, he forthwith battered its walls with his heavy artillery till breaches appeared, carried the town by a tremendous assault, and put nearly every man of the garrison, and many of the inhabitants, to the sword. Of the strong walls of the abbey and the convent which he levelled only fragments remain. Besides these fragments, St. Lawrence's Gate and a part of St. Mary's Abbey still exist, in ruins.

Drogheda, which occupies both of the river banks, would be in the counties of Meath and Louth were it not that Henry IV raised it and the surrounding district into a separate county, which has its separate assize court and other privileges, with the exception of representation in the House; but this has since been modified by the Local Government Act of 1898.

A considerable amount of trade is carried on with Liverpool. In the older parts of the town the streets are very narrow and crowded, but contain some quaint gables and overhanging storeys. Among the recent buildings are the **Munster and Leinster Bank**, in West Street; the **Oliver Plunket** and **St. Mary's** and **St. Peter's Roman Catholic Churches**, all fine buildings. The **Post Office** has commodious premises in West Street. The industries of Drogheda are brewing, linen and cotton-weaving: there are still a few hand-loom weavers left; they were at one time very numerous. There are also linen and cotton factories.

The Battle of the Boyne

was fought about three miles to the west of Drogheda, on the banks of the river. To reach the site pass through West Street and take the next road to the left. The obelisk marks the spot where brave old Marshal Schomberg was slain.

After the failure of the siege of Derry, James resolved to stake his kingdom on a pitched battle at Drogheda. His army of 25,000 men, many of them raw levies, was posted on Donore Hill, on the south bank, in front of which the river forms a triangle. William, with a well-trained force of about 36,000 men, reached the north side of the Boyne on June 30, 1690, and encamped on Tullyesker Hill, opposite the army of James. Early in the morning he rode down the beautiful King William's Glen to reconnoitre and breakfast. While so engaged he was struck on the shoulder by a ball fired by James' scouts, and the news spread that he was killed. The wound, however, was but a scratch. "The place where this incident occurred is a little below the glen and near the obelisk," says Mr. W. St. Joyce, who gives a spirited and detailed account of the engagement in his *Ireland's Battles*. On the next morning the attack was made; 10,000 of William's men were sent to cross the river at Slane, some distance up the stream; another force, under Schomberg, crossed at Oldbridge; a third, between the two islands below the bridge; and the fourth, under William, to the east of Tullyesker Hill. Both sides fought well, but the Jacobite artillery was greatly outnumbered, and the undisciplined infantry were seized with panic, though the cavalry displayed great gallantry. After several attempts, William's party, the Orangemen, forced a passage, but lost Schomberg in so doing. Towards evening the Irish wings were driven back upon their centre, Dunmore Hill. At length, losing hope, they beat a retreat, which was skilfully and coolly effected, there being little or no pursuit. James had taken to flight as soon as he found things going against him. So ended the famous Battle of the Boyne, which virtually established William on the throne, while giving a fatal blow to the Jacobite fortunes. In all, about 1,500 men were slain. The battlefield is now a pretty and peaceful spot.

At **Oldbridge** an iron bridge crosses the river: in the latter may be seen an old coracle, such as are still used by the fishermen as by St. Patrick when he sailed up this river.

About a mile and a half to the west of Boyne Bridge, on the farther side of the river Mattock, stands the **Dowth Mound**, which, when opened in 1847, was found to contain

subterranean passages and a cruciform chamber, in which were human bones and other remains. Near by are St. Bernard's Holy Well and a ruined church.

Two miles and a half farther west is—

Newgrange,

famous for its large sepulchral mound, with a passage of great stones forty-eight feet long and four feet high leading into a stone-roofed chamber. Newgrange is specially worth visiting, and can be seen *en route* to Mellifont. These tumuli were probably the burial-places of old Celtic chieftains ages ago, and may be explored: a caretaker in charge provides lights. The graves, which were rifled by the Danes, are of unknown antiquity. An immense stone outside with beautiful spiral carvings has lately been unearthed. The stones at the entrance and some of those inside are inscribed with elaborate spirals and other ornamentation, and around Newgrange part of a stone circle still remains. There is a circular hermit's cave below the mound. **Knowth Mound**, not yet opened, is beyond Newgrange.

These remains of primitive man are perhaps the most important, from an archæological point of view, in Ireland, and are probably the oldest Celtic monuments in the world, The connection of Ireland with the Mediterranean so far back as the Bronze Age, to which these chambered tumuli belong, appears clearly established. To preserve the dead, their bodies were entombed as in the Stone Age, but to free the spirit, bodies were cremated, as in the Bronze Age. These tumuli are homes for the dead resembling the beehive dwellings of the living at that period, and are still to be found among primitive races. The spiral and other ornamentations are similar to those found in use in Egypt at a very early period, and subsequently in Greece, and probably reached Ireland through Scandinavia; from Ireland they were transmitted to Brittany; this, at least, is the conclusion arrived at by the latest research.

Mellifont and Monasterboice, the two last places included in this somewhat lengthy excursion, display some of the finest ecclesiastical remains in Ireland.

Mellifont Abbey

lies about four miles to the north-west of the **Boyne Obelisk**, on the left bank of the *Mattock* river. It was founded in

1142 by Donough Mac Corvoill or Carrol, and was the home of a colony of Cistercian monks, sent over by St. Bernard from Clairvaux. After the Dissolution of the Monasteries, the Abbey was converted into a castle by Lord Moore, an ancestor of the Marquis of Drogheda, to whom it was granted. The ruins consist chiefly of an octagonal baptistery (usually so called), probably the oldest part and in the early round-arched style; St. Bernard's Chapel (now, however, believed to be the Chapter House) in the Pointed style; and the foundations of the old Church of the Monastery, which have lately been unearthed by the Board of Works and which are found to extend into an adjoining garden. Here, at the chancel end, has been found the tomb of Devorgilla, the Irish Helen, whose flight with Mac Murrough first led the Anglo-Normans to Ireland. She took refuge and lived here. The ruins are under the care of the Board of Works.

Another circular mound and the ruins of a thirteenth-century church may be seen in the field above the Abbey.

The route to Monasterboice lies northward, past the old gate tower, not so far as **Collon**—a clean and prettily-placed village, where there is a decent inn—but by the new road to the east, by the side of which the telegraph wire runs. After about two miles we turn to the left and pass up the hill, above which a Round Tower appears. The hill commands a fine and extensive view of Drogheda on the south-east and the mountains around Carlingford Lough on the north. A turn to the left leads to the stile entrance of the enclosure in which are located—

The Ruins of Monasterboice.

The ruins comprise what remains of a monastery founded by St. Bute or Bœtus, who died in 521. In 1097 it was destroyed by fire and only partially rebuilt, and it apparently fell into utter ruin about 1117. There now remain the walls and gables of two very old churches (one of which Wakeman thinks may date from the sixth century) and the **Round Tower**, which dates from the ninth century. This, though capless, is ninety feet high. The door is about six feet from the ground, and modern stairs enable the visitor to reach the top. But the pride and glory of Monasterboice are the marvellous **Celtic Crosses**. The *Great Cross*, close upon nine hundred years old, is twenty-seven feet high, and is covered with fine sculpturings of Scriptural subjects and

Celtic ornamentation cut in the stone ; the other, *Muredach's Cross*, though not so high, is much more beautiful, and the sculpturings are considerably sharper. We may well wonder how these were done, with the rough tools of that time, and with what infinite patience. At the foot, on the west, is an inscription translated by Dr. Petrie into "A Prayer for Muredach, by whom the cross was made." As Abbot Muredach died in 924, this is the probable age of this wonderful production of the Celtic Christians. At the south-east angle of the enclosure stands a broken but repaired cross, called *St. Columbkille's Cross*. Tradition has it that Cromwell broke this in pieces. This was perhaps Secretary Cromwell, who under Henry VIII destroyed so many monastic treasures.

Regaining the main road and passing down the hill, a run of about five miles, with **Killineer House** and its wooded demesne on the left, will bring us back to Drogheda.

From Drogheda, the **Hill of Slane**, with its interesting ruins and associations with St. Patrick, may also be visited. St. Patrick is believed to have begun his mission work here, and it was once a centre of learning in Ireland. There are ruins of an Abbey and College on the top of the hill, crowned by a square tower. It was here that St. Patrick arrived on Easter Eve, 433 A.D., and, in disobedience to the Pagan custom, lighted the Paschal fire and was summoned to Tara to be punished.

From the picturesque ruined tower the view is charming. Some ten miles distant may be seen the **Hill of Tara**, once the capital of Ireland and the residence of the kings in ancient times. No traces of its past grandeur remain. Excavations were carried on here, in the hope of discovering the Ark of the Covenant ! Parallel mounds with depressions for entrances mark the boundaries of Tara's famous banqueting Hall. There are left many raths or mounds on which the principal buildings stood. The largest is oval, some 350 feet long, and encircled by a double earthwork. There are also two pillar stones, one of which is supposed to be the real *Lia Fail*, or Stone of Destiny ; but the structures of those days were probably only of wattle, and have perished.

It is a lovely three-mile walk from Beauparc (entrance just opposite the station) to Slane, which is 7 miles from Drogheda and 6 from Navan.

Slane Castle and the beautiful demesne of **Beauparc**, on

the Boyne, are open to visitors. The river hereabouts is very beautiful. George IV visited Slane. There is a striking view of the river and its beautiful banks from Slane Bridge, with the grounds of Slane Castle on one side and Beauparc on the other. In the grounds of Slane (Marquis of Conyngham's) is a curious and ancient stone called the **Twelve Apostles**, with the apostles' heads carved on it. This stone came originally from Mellifont Abbey, and is said to have been lost to the Abbey through a gambling debt. The ruin of St. Erck's (or Erc's) Chapel is also in the grounds and is supposed to date from his time. Erck was a contemporary of St. Patrick and the first Bishop of Slane; he died in 512, when ninety years old.

From Drogheda a branch line runs by **Navan**, Beauparc and Kells to **Oldecastle**, through a famous hunting and angling region, rich in historical and religious associations. A little beyond Navan is **Donaghpatrick**, with its great rath, for here, too, was an ancient royal residence. The church occupies one of the most ancient ecclesiastical sites in Ireland. St. Patrick certainly preached here. The place is mentioned in the *Book of Armagh*.

At **Kells**, a pleasant little town, may be seen the sculptured *Cross of Kells*, some nine feet high, and farther up, near the Church, *St. Columb's House*, a small stone building with a stone roof. The tiny upper rooms have a curious arched ceiling. There are three other crosses (not all perfect) and a Round Tower close to the Church.

Nearly two miles from Bective station, on the direct line between Dublin and Navan, are the ruins of **Bective Abbey**, a Cistercian monastery, founded about 1150 A.D. The cloisters are well preserved.

Trim, about twelve miles from Navan, is another town of great interest to archæologists. It can be reached from either Navan or Dublin *via* Kilmessan. The conspicuous yellow steeple, a ruined tower some 125 feet high, stands on the site of an Abbey founded by St. Patrick. Some parts of the old wall and two of the town gates remain. The Castle was erected in 1173, and rebuilt half a century later. It is still inhabited, and, with its moat and great keep and towers, is well worth visiting. Trim was one of the strongholds of the "Pale."

KINGSTOWN AND BRAY.

THE key to the Wicklow district is the *Dublin and South-Eastern Railway* (known until 1907 as the Dublin, Wicklow and Wexford Railway), which strikes south-east for a mile or two till it reaches the coast and thence runs southward by the edge of the sea all the way to the town of Wicklow, where it turns inland to pass through the "sweet vale of Avoca," or Ovoca, after which, touching at the little fishing town of Arklow, it bears south-west to Wexford. The best views from the train are on the left-hand side as one goes south, if facing the engine.

It would be difficult to find elsewhere, within so limited a space, such a combination of scenic beauty as Co. Wicklow affords:—high rugged mountains, wild glens, wooded hills and valleys, lakes, rivers and waterfalls, all bounded by a varied and picturesque coast. Yet tourists and visitors are not numerous and the seclusion of the district is as yet unspoiled. There are a few comfortable hotels in the county, but there is room for many more.

Motor chars-à-bancs run in summer from Dublin to Glendalough, the Glen of the Downs, and other beauty spots.

Electric trams run frequently from Dublin to Dalkey through Blackrock and Kingstown.

From Bray, which is well supplied with good hotels, one can explore the delightful Powerscourt demesne, the Glen of the Dargle and the magnificent waterfall; the Sugar Loaf Mountains; Kippure, Douce, Duff, and many other wild heights; and visit the beautiful mountain tarns of Upper and Lower Loughs Bray, Lough Dan, and Lough Tay. From Wicklow or Rathnew the Devil's Glen and Fall are not far distant. From Rathdrum one reaches the beautiful Vale of Clara and the secluded Glendalough, or Valley of the Seven Churches. From this point the further recesses of Lugnaquilla, the highest of the Wicklow mountains (3,030 ft.), and the Glenmalure Pass may be reached. Rathdrum, Ovoca, or Woodenbridge are the stations for the Vale of Ovoca and

the "Meeting of the Waters"; and Woodenbridge for Shelton Abbey, Glenart Castle, and the pretty valley of the Derry to Tinahely and Shillelagh.

There are two railway routes to Bray. One, starting from Westland Row, is known as the Dublin and Kingstown line. The other, beginning at Harcourt Street, runs inland and joins the first between Killiney and Bray. As return tickets are available by either route, it is as well to leave Dublin by the first and return by the second.

DUBLIN TO BRAY BY THE COAST.

The Dublin and Kingstown line, opened in 1834, was the first railway in Ireland, and was originally an atmospheric line. Trains run three times an hour to Kingstown, once an hour to Bray, less frequently beyond Bray.

The Company has great difficulties to meet and much expense in repairs, especially between Greystones and Wicklow, where the line is liable to be undermined by the sea, which completely submerges it in stormy weather. Owing to the erosion of the coast it is intended to turn the line inland at Killiney and to tunnel Bray Head afresh.

It is a beautiful ride from Westland Row through the fashionable residential suburbs of Sandymount, Sydney Parade and Merrion. From this point the line runs by the side of the delightful Dublin Bay to Kingstown, with the bold promontory of Howth well in view. From **Boo-
town** the main road and the tram lines run almost parallel with the railway.

The spacious grounds and buildings of **Blackrock College** (R.C.), founded in the sixties by French and Alsatian priests, are passed before reaching **Blackrock**. In this small town are swimming baths and a people's park, in which military bands enliven Tuesday summer evenings. Outside is **Mount Merrion**, the fine demesne of the Earl of Pembroke, the Dublin mountains rising behind.

Passing **Seapoint**, we reach **Salt Hill**, or **Monkstown**, a prosperous and favourite residential suburb. The *Salt Hill Hotel* is healthily situated in pleasant grounds commanding magnificent views. The Moorish turret of the parish church is a prominent object. Near St. John's Church (further inland) are the remains of a castle, contemporaneous with other fortresses at Dalkey, Bullock, and Carrickmines, supposed to date from the fifteenth century.



B. Killech,

THE COAST NEAR BRAY.

[*Bray.*



R. Welch,]

KINGSTOWN HARBOUR,
(Howth Head in the distance.)

[Beljast.

A short distance further we pass the base of the West Pier of Kingstown Harbour. This part is devoted to coal and fishing vessels; above it rises old Dunleary, the fishing village from which modern Kingstown sprang, and took its former name.

KINGSTOWN.

Hotels and Tariffs.—See Introduction.

Places of Worship :—

Mariners', Christ, St. Paul's, and St. John's Churches—Sunday services, 11.30 and 7.
Congregational and Methodist—11.30 and 7.

Presbyterian—12 and 7.

St. Michael's (R.C.)—Every hour from 6 a.m. to 12 noon.

St. Joseph's (R.C.)—Every hour from 7 a.m. to noon.

Population.—17,219.

Kingstown, six miles from Dublin, is a busy town, and a favourite seaside resort, with one long main street. In addition to its splendid harbour and mail packet station, it possesses handsome public buildings, churches, and hotels, of which the most notable are the Town Hall and Courthouse, the Post Office, the Carnegie Library, the Yacht Clubs, the Mariners' Church, Christ Church, and St. Michael's. Nearly all the shops in the narrow main thoroughfare (George's Street) have recently been, or are being, rebuilt, and many have fine frontages.

The **Harbour**, begun in 1817 and completed in 1859, at a cost of about a million pounds, embraces an area of some 250 acres. On the **East Pier**, which is the fashionable promenade and is nearly a mile long, bands perform on summer evenings, while 5 p.m. is always a time of excitement, for at that hour the City of Dublin Steam Packet Company's splendid boats arrive. On the East Pier stands a monument to Captain Boyd and the seamen of the *Ajax*, who were drowned in attempting to save life in a great gale in 1861. Kingstown is distinguished for its heroism in this respect. The gallant but fatal efforts of the Kingstown lifeboat crew during the winter of 1895-6 will be long remembered. To them also a memorial has been erected near the pier. The Kingstown fort, fitted with heavy guns, stands near the Lighthouse at the end of the East Pier, and commands the bay.

The **West Pier** is a favourite cycling and bathing resort, and is considerably longer than the East Pier. The view of Kingstown Harbour, with its background of wooded hills, is extremely beautiful as seen from here or from the cross-Channel boats.

Dublin (h)

Kingstown is the principal yachting centre of the country, and all kinds of craft, as well as numerous fishing boats, may continually be seen here. There are three Yacht Clubs; the Regatta is held in July. Boating, bathing and fishing, and pleasure gardens are additional attractions to the visitor. Trams run southward to Dalkey and northward to Blackrock and Dublin.

Kingstown derives its name, as Thackeray puts it, from the happy circumstance that George IV *quitted* Ireland here. The event is commemorated not only by the name, but by the obelisk, supported on four granite balls, which stands near Carlisle Pier. Queen Victoria landed at the **Victoria Wharf**, opposite the station, in 1849, in 1853, and again in 1900. King Edward and Queen Alexandra landed here in July, 1903, and again in April, 1904; and King George and Queen Mary in 1911. To commemorate Queen Victoria's last visit an ornamental drinking fountain was erected, and the **Queen's Road**, a fine esplanade just above the Harbour, laid out. At the other end of this road a pleasant open space has been planted and continues for some little way along the East Pier, and also to the fine **Victoria Baths**. Here may be enjoyed all sorts of baths, medicinal, sea and fresh water, for both ladies and gentlemen. There are many charitable institutions, hospitals, asylums, orphanages, etc., in the neighbourhood.

Near the station is a **Winter Garden** and **Pavilion**, where concerts and entertainments are given in summer. There is a well-kept **Public Park**, with children's playgrounds, just beyond the East Pier.

A little way inland is a new 18-hole **Golf Course**, with clubhouse.

From Kingstown to Dalkey (two miles) the railway runs through cuttings, except here and there, as at Sandycove and Glenageary; just beyond the latter is seen for a moment or two Telegraph Hill, above Dalkey, which supplied the stone for Kingstown Piers. Travellers by tram have a view also of the ruins of **Bullock Castle** and of a martello tower. Many such towers were dotted around the shores before the expected invasion of Napoleon.

Dalkey

is a pleasant little place, consisting of the old town and the Coliemore or harbour (incorporated as early as 1358, and much frequented by merchant vessels until two hundred years

ago), and a number of charming villas scattered on the hillside. There are remains of two old castles in the town, and fragments of an ancient church in the churchyard off the main street. From Sorrento Terrace, a little beyond the station, and from the public park above, lovely views are gained. The air is much esteemed for its dryness, less rain falling here than at adjacent parts of the coast.

About a quarter of a mile off the coast is **Dalkey Island**, now used only for pasturage and picnics. On it are fragments of a tiny oratory dedicated to Saint Benedict, and a martello tower on the site of an old Milesian fort. It commands a very charming view of the coast scenery, with the hills behind. In the eighteenth century the mock "Kingdom of Dalkey Island" was established, a monarch being elected every year with the title of "His facetious Majesty King of Dalkey, Emperor of Muglins, defender of his own faith and respecter of all others, and Sovereign of the Illustrious Order of the Lobster and Periwinkles." This potentate had his Prime Minister, Archbishop, nobility, and great officers of state, and at his coronation was anointed with whisky; but the Government, suspecting conspiracy in the affair, suppressed it. Stephen Armitage, a bookseller of Dublin, is said to have been the last king, and when one of the Dublin Castle officials tried to learn from him the secrets of the society with the question, "You have some privileges in return for the large sums of money you expend, I suppose?" the king replied, "Surely; we have the privilege of importing thirty thousand barrels free of duty." "Good heavens!" said the official, "thirty thousand barrels of what?" "Salt-water, my lord."

During the summer months a char-à-banc (fare 3*d.* each way) meets the train at Dalkey for the beautiful run to the entrance gate of **Killiney Hill** (now the **Victoria Park**, the hill having been purchased for the public). Every visitor should, if possible, go to the top of the hill, about a mile's walk from Dalkey Station. The view from the summit is unrivalled, even by the famous Bay of Naples. The hills all round, the mountains far away, the green wooded valleys and the rich, deep blue of the bay make up a magnificent scene. The return may be made along the new Vico Road, with its lovely views, to Dalkey or to Killiney.

From Dalkey the line, affording very pleasant views across the bay to Bray Head, and inland of pleasantly wooded green slopes dotted with villas, runs to—

Killiney,

charmingly situated, with a fine beach, above which stands a martello tower. Killiney Hill (*see* page 115) can also be ascended from this point. In a field on the right of the road to Bray, half a mile from Ballybrack, is a cromlech, and higher up the hill is a so-called Druidical Chair, surrounded by oaks. Some rocks near the north end of the Strand are known as the Druid's Landing-Place. Above the station, surrounded by a high wall, are the remains of an ancient church and cross which will interest antiquaries. This church, difficult of access, probably dates back to the fifth century. The churches of this period (the remains of about forty may be seen in County Dublin) were all small and plain, about forty-eight feet long, and quite without ornamentation, though this at Killiney has, for a wonder, a cross on the lintel. Another is at Kill o' the Grange, near Monkstown, and here too is one of the old crosses already referred to as marking out church lands. **Ballybrack**, or the "Speckled Town," really part of Killiney, faces a fine prospect in the direction of Bray. This neighbourhood is a favourite and fashionable residential place, and pretty villas surrounded by trees dot the hillsides. Even in winter the climate is mild and agreeable (9-hole golf links).

Beyond Killiney the hills fall back and reveal the charming **Vale of Shanganagh**, bounded by range after range of hills. Here the Harcourt Street line joins, and in a few minutes, with striking scenery on either hand, passing the golf links on the right of the line, we reach **Bray**.

DUBLIN TO BRAY BY THE INLAND ROUTE.

The line from Harcourt Street Station to Bray offers the scenery of the Dublin mountains instead of sea-views. Passing through the suburb of Rathmines, we cross the valley of the Dodder to **Milltown** and **Dundrum**, both favoured by Dublin people on account of the mildness and salubrity of the climate. From Dundrum the cyclist or the pedestrian who is equal to a ten-mile walk can enjoy a delightful tramp to Bray by way of the **Three Rock** and **Two Rock Mountains** (1,479 and 1,699 feet), on the right, and through the fine rocky defile known as **The Scalp**, beyond which, at Enniskerry, he turns off to the left for Bray. Above the Scalp the lofty chimney of the lead mines is conspicuous, and the view from the top is very fine. At **Kiltiernan**, near the Scalp, the



B. Killick.]

BRAY ESPLANADE, FROM THE HEAD.

[Bray.]



[Bray.]

BRAY ESPLANADE AND THE HEAD.

B. Killick.]

remains of an enormous number of elk, a species of gigantic deer now extinct, have been found, and also remains of reindeer. In a field here is a cromlech, one of the finest in Ireland, with a granite topstone, $23\frac{1}{2}$ feet long and $6\frac{1}{2}$ feet thick. The ruins of Kilternan Church are near. The Scalp, which is well provided with tea-rooms, forms a delightful and favourite cycling run from Dublin or Kingstown.

Farther inland the walks or drives along the valleys of the two ranges of Dublin hills are even more beautiful. These hills are usually rounded and boggy. The highest is **Kippure** (2,473 feet), on the extreme southern boundary of the county. On Mount Venus is an enormous cromlech (see p. 123).

The *Dodder* runs through a charmingly pretty valley, **Glenasmoil** (the glen of the thrush), by Killakee House and the foot of the Feather Bed Mountain (1,620 feet). Glenasmoil was the hunting-ground of the giant warrior, Finnmacoul, and is full of traditions. A great granite boulder may be seen with an inscription on it stating that Finnmacoul carried it across the mountain. Among other rare plants found here is the large-leaved ivy, with a leaf sometimes nearly a foot across. This route leads on to Glencree and Lough Bray. Another valley, nearly parallel to this and also starting from just beyond Rathfarnham, in parts beautifully wooded and then wild and rocky, leads past Tibbradden through Glencullen to Enniskerry and Bray.

The stations of **Stillorgan** and **Foxrock** succeed that of Dundrum. The latter is the station for the **Foxrock Golf Links** and for the fine **Leopardstown Racecourse** (the name is a corruption of Lepers' Town, a hospital for lepers having anciently existed here). There are also riding grounds close by. Foxrock and **Carrickmines** are rapidly becoming favourite residential suburbs; many pretty houses have lately been built. The air is certainly more invigorating than on the sea coast. At Sandyford, near Dundrum and Foxrock, is *Glencairn*, the residence of Mr. Richard H. Croker, of "Tammany" fame, whose horse, Orby, won the Derby of 1907.

From Carrickmines station (golf links) may be visited the remains of old **Carrickmines Castle**, also a very fine cromlech in the pretty grounds of the Druids' Glen, with a huge topstone 18 feet long. From here, too, the walk through the **Scalp** (p. 116) may be taken, or to the pretty little **Bride's Glen**, through which the Shanganagh Brook runs. This water,

though clear, is not fit to drink, as it comes from the lead mines. There are an old church (Tully) and two ancient crosses a mile from the Bride's Glen—across the stepping stones. The railway viaduct here is over 70 feet high. Just below Shankill the Kingstown line is joined, and, twelve and a quarter miles from Dublin, Bray is reached.

BRAY.

Access.—Thirty-five minutes by rail from Dublin—Westland Row, Amiens Street, or Harcourt Street Stations. Trains to and from the South (Wicklow, Wexford, etc.) about four times a day; to Greystones only more frequently.

Band.—Performances on Esplanade.

Bathing.—Bathing boxes on Esplanade (gentlemen from Bray Head, and, in the mornings, from the Sea Wall).

Boating.—Sailing boats, with man, 2s. an hour; rowing boats, 1s. 6d. first hour, 1s. an hour afterwards.

Cars.—There are very few places in the British Isles whence more delightful excursions on foot, cycle, or by car can be taken than from Bray. It is the headquarters, *par excellence*, for some of the finest tours of the Wicklow district. The cars of the township are smart, with good horses, and the local authorities have framed lists of prices which the drivers are bound to adhere to, and must produce for the hirer's inspection if required. The drivers are shrewd, light-hearted men, well blessed with the national sense of humour.

The following is an abbreviated list which may be useful; a fuller list will be found in the *Dublin A B C* (monthly 3d.). The fares are for the single journey, and for two passengers, or three or four; half fares charged for the return journey by the same vehicle.

	Two Passengers.	More than two Passen- gers.		Two Passengers.	More than two Passen- gers.
To Kilruddery House	1/6	2/-	To Kilbride Church	1/6	2/-
Windgates	2/-	2/6	Dargle East Gate	2/-	2/6
Greystones, Railway Bridge	3/6	4/6	Enniskerry	2/6	3/-
Hollybrook House	2/-	2/6	Powerscourt House	3/6	4/6
Kilmacanogue	2/6	3/-	Centre of the Scalp (by Enniskerry)	4/-	5/-
Red Lane Corner, near Glen of the Downs	3/6	4/6	The Dargle, West Gate, Tinnahinch, Powerscourt, Lower Gate, or Charleville	3/6	4/6
Shanganagh Bridge	2/6	3/-	Great Sugar Loaf	3/-	4/-
Ballybrack Church	4/-	5/-	Little Sugar Loaf	2/6	3/-
Druids' Glen	3/6	4/6			
Centre of the Rocky Valley	3/-	4/-			

No fare outside the township to be less than 1s.

Set-down within the township, 6d., 1s.

The Dargle, Powerscourt House and Waterfall, returning by the Rocky Valley and Hollybrook, the whole distance (about 14 miles) for one or two, 10s., three or four, 12s.

Lough Bray and back (26 miles), 14s., 16s.

Glencree Reformatory and back (22 miles), 12s., 14s.

A card of the fares is hung up at Bray station, or the inspector there can be consulted.

Esplanade.—A mile long, by the side of the sea. The Marine Promenade is concreted, and has seats all the way.

Excursions.—By Dublin and South-Eastern Railway as advertised.

Drives to Dargle, Powerscourt Waterfall, etc.

Fishing (trout and salmon) is to be had in the Bray river; tickets at the Earl of Meath's Estate Office, Bray, 2s. a day, 5s. a week, 15s. a month, or 30s. for the season.

Golf Links.—Close to the Station (*see* p. 32).

Hotels.—The *International*, on the right of the station, erected in 1862 at a cost of £24,000, is considered one of the finest in Ireland. The *Station* is on the left, close to the sea. Along the Esplanade is the *Esplanade* a comfortable temperance hotel. Further along is *Bray Head Hotel*. The *International*, the *Station* and *Bray Head Hotels* are under the management of the Bethell Co.

Libraries.—Lending library (1s. a month) in the Parochial Hall; also a Carnegie Free Library.

Market Days.—Wednesdays and Saturdays. Cattle fairs, first Wednesday in each month.

Places of Worship:—

Parish Church (Christ Church)—At the upper end of town—11.30 and 7.

St. Paul's Chapel of Ease—Near the bridge—11.30 and 7.

Roman Cath lic Church—In Main Street, and *St. Peter's*, in Little Bray.

Presbyterian and Wesleyan Chapels, Quinsborough Road.

Population, over 7,000 (about doubled in summer).

Post Office.—Quinsborough Road.

Bray is delightfully situated, with a fine, broad, mile-long **Esplanade** along the sea-front, facing which are handsome terraces and some capital hotels. It lies in a vale of the richest colouring, shut in westward by a long line of high hills, the Dublin and Wicklow mountains running north and south: its bay hemmed in on the north by the Killiney hills and on the south by the giant **Bray Head**. There are excellent bathing-places along the Esplanade, and as the shore shelves sharply the water is always deep and clear. At the north end are hot and tepid baths, and on the Esplanade stationary bathing boxes. The bathing is, however, subject to the state of the tide. Gentlemen can bathe from the sea wall at the north end up to 9 a.m. or from the Head at any hour. Bray, with its health-giving breezes, bright sunshine, blue waters, rich verdure, noble headland, grand hills, and endless excursions, is a charming resort—and happily within easy reach of the capital.

The **Harbour** was begun in 1890, and in the same year an Act was obtained to construct a pier. This has yet to come.

Bray is partly in County Wicklow and partly in County Dublin, the little Dargle river forming the boundary. Part of the township is owned by the Earl of Meath, whose ancestors came into the property at the time of the Dissolution of the Monasteries (*see* p. 65).

The place is generally referred to as the "Irish Brighton." This appellation is true enough in the sense that Bray is to Dublin what Brighton is to London—its most fashionable

and frequented watering-place ; but in every other sense it is incorrect. The town is quite small, its resident population being only about seven thousand (less than half that of Kingstown), and the surroundings are infinitely more beautiful. Electricity lights the streets ; the houses are good ; there is a bandstand on the Esplanade ; and in the Assembly Hall (Quinsborough Road) concerts and theatrical entertainments are sometimes given.

The golf links are near the station. There are excellent tennis and cricket grounds, with a clubhouse, at the head of Newtown Vevay, in the opposite direction. Temporary membership is 10s. to £1 a month ; tennis only, 1s. a day.

Christ Church (the Parish Church), a fine Gothic building with a spire, stands on high ground just above the town. There is a good Lending Library in the Parochial Hall, and there is also a **Carnegie Free Library**.

One of the first walks should be round **Bray Head**, commencing at the south end of the Esplanade and rising to a little grassy plateau (below which is a sheltered bathing strand), thence by an easy ascent, winding round and up the face of the giant headland, and above the railway, which now disappears in the tunnels and now crosses a level space, while far above, on the right, the great sides slope upwards. The elevation of the path naturally commands extensive views. A notice is posted at the entrance to this footpath, warning visitors that after heavy rain or frost it is not very safe here, owing to falling blocks of stone. Indeed, so great is the erosion hereabouts that the Railway Company have decided to reconstruct the line for some miles south of Killiney, and to re-tunnel Bray Head. In places the slope is very precipitous, and, fine as the walk is, it is not an advisable one for persons who suffer from giddiness.

After a mile and a half of this superb walk the path drops to a long strand, beyond which is seen pretty little **Greystones**, a rising watering-place four or five miles south of Bray, with excellent sands. Here are golf links (*see* p. 33), and a coach runs daily from Dublin in the summer, returning the same day. Long before reaching this strand, and just behind the gates marking the boundary of Lord Meath's property, a rough precipitous path leads up the face of Bray Head to the top, which visitors may ascend from here. A rougher climb to the top of the Head is over a stile which may be seen on the right-hand side of the ruined cottages of the workmen

who bored the railway tunnels. This leads to a higher path, following which to the right by a gate the hillside may be ascended. After a while this path loses itself in the heather, but by a rough scramble over the rocks and vegetation one can clamber to the top stone wall (on the summit of the hill), on the other side of which is a broad carriage-drive. The views from this are grand indeed, but they are better still from the highest point.

The usual method of reaching the summit of Bray Head is to take the right-hand road at the south end of the Esplanade, and then turn to the left, when the main road is reached. Enter the iron gates on the left hand. *Lower Bray Head walk is open free every day but Friday. Bray Head is also open free to pedestrians every day but Friday, when 1s. is charged. For vehicles a charge of 1s. per horse is made every day, and for bicycles, 3d.* If the visitor is driving, the key must be obtained at the lodge on the right. Follow the road through the beautiful demesne belonging to the Earl of Meath, winding up the landward face of Bray Head amid fine plantations, open glades, and dense laurel groves, to the open upper elevations; then in about three-quarters of a mile the road passes near the **Flagstaff Cairn**.

The panorama is simply superb from this point, which is over eight hundred feet high. Landward the whole glorious vale lies spread out with its rich colourings, beautiful trees, green fields, church spires, and villages, while the Dublin and Wicklow mountains wind round the plain, culminating in the magnificent peak of the Great Sugar Loaf. Almost at our feet is **Kilruddery**, the fine Elizabethan mansion of the Earl of Meath. Seaward is the wide expanse of the Channel, far across which the dim outlines of the Welsh hills may be made out on a clear day, and beyond Killiney and Howth are the Mourne Mountains, far to the north.

There are ruins of two churches, both very ancient, on the Head; one is *St. Patrick's*, the other, and more perfect, *St. Crispin's*. The former, some 36 ft. long, is on the northern face of the Head, the latter on the south, towards Grey-stones.

THE WICKLOW TOURS.

BEFORE dealing fully with the beauties of County Wicklow, an outline tour may furnish useful suggestions. The Dublin and South-Eastern Railway Company run day and week-end excursions from Dublin, Kingstown, Bray, and the intermediate stations to various parts of Wicklow, the fares including both train and car hire ; but it is better for anyone who can spare longer than a day to make Bray, Greystones, Rathdrum, Woodenbridge or Glendalough his headquarters. The hotels at these places are comfortable, while fair accommodation can be had elsewhere, though many Irish country inns are little more than public-houses. There are, however, some homely, but clean and comfortable, hotels in County Wicklow, where a visitor who does not expect luxuries is certain to be welcomed and well treated. All these tours can be cycled, though hills cannot be avoided.

Outline of Tour in County Wicklow.

First Day.—Drive from Bray to the Dargle, Powerscourt demesne and waterfall, and back to Bray by the Rocky Valley ; or return to Greystones, *viâ* the Glen of the Downs and the pretty village of Delgany (*see* p. 134). A longer round may be made by Glenree and the lovely romantic mountain tarns, Upper and Lower Lough Bray ; or the tourist may combine two tours and push on from the waterfall to Roundwood and Glendalough ; or from Glenree by the Military Road, with magnificent views, to Glendalough.

Second Day.—Starting again from Bray, drive by Hollybrook, the Rocky Valley, and the Sugar Loaf Hill to Roundwood and Glendalough, or (this route is longer, but far more beautiful) drive *viâ* the Glen of the Downs—here the road from Greystones joins the Bray road—to the Devil's Glen, and thence to Glendalough, sleeping there.

Third Day.—See Glendalough, its ruins and lakes. N.B.—Glendalough is within a day's expedition, either for cyclists or travellers by train or car, from Dublin, Bray, or Greystones, but time and fatigue are saved if it is made the head-

quarters, and there is much to see here of interest and beauty (see p. 140).

Fourth Day.—Drive to Roundwood and Loughs Tay and Dan. Luggela (Lough Tay) is one of the most beautiful spots even in lovely County Wicklow. The lake is hidden from sight till one is nearly on its shore. On one side are high rocky cliffs, on another wooded hills, and on another a silvery beach. A rough scramble from here may be made round Lough Dan, about one and a half miles distant; but there is no proper road, and it is better to take a boat down Lough Dan, if returning that way, or a return, rather longer, may be made to Glendalough by Sally Gap and the Military Road, with its magnificent mountain views. (See p. 131.)

Fifth Day.—Drive from Glendalough through the Vale of Clara to the Meeting of the Waters and Avoca. Drive as far as Woodenbridge (the roads all about here are excellent for cycling), sleeping there, or return by train from the station close by.

No one will regret spending a longer time than is here planned in County Wicklow, for in every direction it is beautiful and interesting, with rivers, hills, glens, lakes, rocky coast and ancient ruins, while the scenery is so varied that the longer one stays the more its beauties are appreciated. A good deal of the land is uncultivated and unenclosed, so that one is free to roam at will.

Amongst the antiquities may be named the numerous cromlechs to be found in both Co. Dublin and Co. Wicklow. The largest crowns Mount Venus, one of the Dublin hills. The top stone of this is 15 feet by 9 feet by 5 feet. "Giants' graves" or cairns, moats and raths, etc., are also to be found. These raths or earthen mounds gave rise to the numerous names beginning with this word—as Rathmines, Rathfarnham, etc. There are ruins of many very old churches, e.g., at Kill, and one, enclosed by high walls and not visible from the road, at Killiney. The prefix *Kill* is also a common one in Ireland (Killiney, Kiltiernan, etc.); it means a church, and is derived from *Cella*. There are many more of these ruined churches—at Tully, Kilgobbin, Rathmichael, etc. St. Kevin's Church at Ballyman, Bray, is specially interesting, as an inscribed stone, probably Druidical, is used as the lintel. Icework is visible in many places in the shape of rock-grinding, transported blocks and moraine-blocked lakes. A sad feature of County Wicklow (and elsewhere in Ireland) is the number of deserted, idle mills that are constantly seen,

and that might be so usefully employed. They were once flour mills, or woollen factories, or were used for dyeing, etc., but are now useless partly owing to emigration, but chiefly owing to the suppression of the woollen and other trades by laws passed years ago for the purpose of encouraging English industries at the expense of Irish.

TOUR I.

THE DARGLE—POWERSCOURT WATERFALL—THE SUGAR LOAF.

This is *the* tour, which no visitor should miss. It is one of the few much-praised beauty spots of the United Kingdom which may be relied upon to meet, if not to surpass, expectation. The tour may be very inexpensive if the tourist cares to walk or cycle ten to eighteen miles. The distance may be shortened by taking the 'bus or car which runs several times daily from Bray Post Office or from Bray Railway Station to Enniskerry, four miles from Bray (fares : inside, 8*d.* ; outside, 6*d.*).

Enniskerry is a bright little village on a steep hillside close to the Scalp and to the Dargle, and about two miles from the entrance gate of that part of Powerscourt demesne in which the waterfall is situated. The tourist should leave the 'bus before reaching Enniskerry in order to visit the Dargle, if he does not hire a car for the whole tour—a lovely and easy day's excursion, the cost of which, including the return by the Rocky Valley, is 10*s.*, for two persons, or 12*s.* for three or four.

Starting from Bray, we turn to the right at the main street, and go down hill through **Little Bray**, by what is termed the new road, to the "Valley of Diamonds," the river sparkling and flashing in the sunlight like gems. The road is very pretty, and the eye can turn from the stream, on the banks of which are some pleasant residences, to the Sugar Loaves and the majestic outlines of Douce Mountain. Once we turn to the left and once to the right (near Kilbride Church) and cross the stream, the second bridge giving a charming view up and down the Glen. After crossing this bridge and passing the entrance to Lord Monck's drive through the Dargle, we turn sharply to the left, up a hilly road ; the entrance to the Dargle is marked by a notice board.

At the East Gate we leave the vehicle and take the footpath along—



Photo,]

[*Mecredy.*

EARLY MORNING AT LUGGELA.



B. Killick,]

[*Bray.*

GLEN COTTAGE, GLEN OF THE DOWNS.



[Bray.]

IN THE DARGLE.

B. Killick,]

The Glen of the Dargle,

(Entrance, 2d.)

the car going on to the West Gate to wait, as there are only footpaths on this, Lord Powerscourt's, side. The Glen is a deep, narrow, rocky ravine, in length about two miles. The peat-stained waters of the stream roar and rattle among the boulders and pebbles, and the almost perpendicular banks rise to varying heights of two and three hundred feet, clothed from foot to summit with variegated foliage—a charming picture at any time of the year, perhaps best in the autumn months, when the different tints of the leaves and stems give so rich a colouring to the scene, or in early spring. Why the place is not more haunted by artists is hard to understand.

The stream forms the boundary-line between Lord Powerscourt's and Lord Monck's demesnes. The road on the left, Lord Monck's side, may be used by vehicles on payment of a *shilling*. It is a lovely drive, but thoroughly to enjoy the Dargle one must loiter through on foot. We can descend to the water's edge by any of the paths on the left, or keep to the main path. An overhanging point with an old tree on it commands a very fine view of the gorge. Soon a great grey rock is seen jutting out. This is the **Lover's Leap**, a favourite coign of vantage. Numerous legends of despairing lovelorn maidens are connected with the rock. One looks down from it on a forest of trees, beneath which the stream murmurs its never-ceasing song. The pretty suspension bridge which supports the conduits conveying water from the Roundwood Reservoir to Dublin is no blot on the scene. High above the bank peers the Little Sugar Loaf.

At the next point, **View Rock**, the Glen is seen widening out to the high brown hills. Passing through the gate (key kept at the adjoining cottage), we continue to another gate, and thence to the West Gate, near the Enniskerry Rectory, where the car should be waiting. All the way on the left are visions of high bare peaks contrasting with the lower green slopes.

At the end of this upper road, by which we leave the Dargle, a steep hill on the right leads past Enniskerry Church and village; the road on the left going steeply down to the charming **Tinnahinch Bridge** and **Tinnahinch House**. The latter was once the seat of Henry Grattan, presented to him by the grateful nation after the Declaration of Independence. The house and grounds have been completely walled in from view

by the present owner. Beyond Tinnahinch is Lord Monck's residence, **Charleville**, beautifully situated amid woodland scenery, with an old and picturesque Dutch garden and an almost unequalled avenue of cedar trees, not, however, open to the public. Opposite the entrance gate of Charleville is Lord Monck's entrance to the Dargle. (Cyclists not admitted.)

Opposite Tinnahinch are the famous "Golden Gates," an entrance to another part of the Powerscourt demesne, containing almost every variety of conifer, many over 80 feet high, and all planted by the late Lord Powerscourt.

Instead of going down the steep hill to Tinnahinch, it is more beautiful to drive through Powerscourt after leaving the Dargle. Taking the road to the right we have a distinct view of the defile of the Scalp, and, nearer, of Enniskerry Church, with its copper spire. Then turning to the left at the top of the hilly road into Enniskerry, we enter the gateway of—

Powerscourt.

Admission.—One shilling is charged at the entrance gate for a one-horse vehicle, and 2s. for two horses; the visitor receives in return a ticket, which he gives up at a gate farther on, and this covers everything except admission to the Flower Gardens (1s. each) and the Ladies' Drive, which is private. Bicycles, *6d.* The gate fees are applied to charitable purposes.

The **Flower Gardens** are laid out in the formal Italian style in terraces sloping down to a miniature lake and fountain, while lovely views of the Sugar Loaf crown the whole. There are splendid specimens of the Osmunda or royal fern, and one pond is planted with several varieties of water lilies—pink chiefly. The entrance is just beyond the house.

The drive through the demesne is through rich woodland scenery, with prospects of great beauty now and then. Valleys of brightest green, shaded by masses of dark forest trees are seen; bare brown mountain tops; bracken-covered hillsides; plantations of young wood; and the clear stream rippling over its stony bed. The copper and other beeches near the entrance are exceptionally fine.

Powerscourt House, a stately mansion of stone, rectangular in plan, stands on the summit of the lofty east bank of the Dargle, not far from the entrance gates, with lawns and gardens stretching down to the river's brink. It is the seat of Viscount Powerscourt, and contains a magnificent reception-hall and a fine ball-room, in which George IV and, more recently, King Edward VII, when Prince of Wales, dined during

visits to this charming district. The name is derived from De La Poer, one of the Norman knights of Strongbow's company, who built a castle here, which was frequently attacked by the O'Tooles and O'Byrnes of the Wicklow hills, the former of whom originally owned the land. These names are still common here.

Beyond the house the drive continues by the edge of the stream through beautiful shrubberies and plantations, passing enormous Wellingtonia firs and Chili pines (monkey puzzle), and almost every known variety of fir tree.

By another lodge and gate we enter the **Deer Park** (*open to the public*), with beautiful tan-coloured deer, which start in alarm at the noise of the car and trot swiftly away; or perhaps some majestic antlered creature will stand his ground on the slopes above and gaze curiously at us as we drive past. Glimpses of Kippure (2,470 feet); Duff Hill (2,360); Douce Mountain (2,380) and of the long War Hill are obtained; and then, entering a fine Horseshoe Ravine, the magnificent—

Powerscourt Waterfall

suddenly meets the eye, a line of white foam falling between three and four hundred feet, almost perpendicularly, from a cleft in the wooded mountain-side above. No words can paint the loveliness and majesty of the scene. Approaching closer, we see that the fall is not quite perpendicular, but that the stream from point to point, sometimes direct, sometimes shooting outwards, falls and slides alternately in a diaphanous veil of silver down the black precipice, till it tumbles into a dark abyss of water stained with the peaty soil of its mountain course. From here it brawls over a bed of loose stones overshadowed by oak trees.

The glade of greenest grass at the foot of the cataract forms a very Arcadia, and is a favourite resort of pleasure parties in the season. The hills on either side are beautifully wooded.

There is a pathway on the right by which Douce Mountain (pronounced Djouce), two thousand feet above the fall, may be ascended; but, as many fatal accidents have happened here, Lord Powerscourt has wisely closed it.

The fall is, of course, seen to best advantage after a rainy day, but at any time, save perhaps after a very long drought, it is a vision of beauty, and one not easily forgotten. Some of the deer are generally tame enough to come up to be fed.

There is a pretty tea-room near the fall, where light refresh-

ments, mineral waters, etc., can be obtained. In the season large parties are catered for.

Returning, a road will be seen on the far side of the ravine. This is the **Ladies' Drive** (*strictly private*), a charming portion of the Deer Park, which leads in a series of zigzags up the side of the Waterfall Glen, and, after a long drive at a great elevation, opens on two fishing lakes artificially formed and stocked with trout.

Emerging from the Deer Park, instead of re-entering the demesne the driver turns to the right and ascends a steep hill above, with charming views and lovely wild flowers. Many of the houses along this road let their rooms, or will provide tea, etc.

If the road on the left of the Deer Park is followed, a drive of some six miles brings one to picturesque **Lough Bray**; hot water for tea, etc., can be had in the pretty thatched cottage here, and the return to Bray can be made by way of Enniskerry. This is, however, rather a long round. Reversing this route, cyclists have a lovely run down a long gradual slope from Lough Bray to Powerscourt.

At the top of the hill turn and look to the left, down a great desolate glen, the **Glencree Valley**, miles long, between Maulin and Tomduff and Knockree and many another barren hill, to **Glencree Reformatory**, over 1,400 feet above sea-level, south of which are the mountain tarns of **Upper** and **Lower Lough Bray**. Till about eighty years ago the Reformatory was used as military barracks; the road leading to it was made after the rising of 1798, to prevent any succeeding rebels utilizing the fastnesses of the Wicklow mountains, but in 1859 the buildings were put to their present use.

Continuing along the main road, we pass the back entrance to Charleville, and note a steep road on the right; this was formerly the main coach road to Glendalough, and is the best way to lovely Lough Tay (Luggela). On the left is a pretty road leading to Tinnahinch; passing this, we cross a little glen, and then bearing to the left enter the **Rocky Valley**, a wild, narrow glen whose sides, strewn with rocks, are somewhat disfigured by quarrying. The high cone of the **Great Sugar Loaf** lies on the right, and there are several good points from which to make the ascent. The main road leading up the Sugar Loaf will be seen ascending from the Rocky Valley, almost parallel with the road by which we entered the valley. This is the main road from Bray on to Roundwood Reservoir



T. Mason,]

POWERSCOURT WATERFALL.

[Dublin.

Dublin.



[Bray.]

THE SUGAR LOAF, FROM POWERSCOURT.

B. Killick.]

(p. 133) and Glendalough (p. 140), past Calary Bog and moorland, and is known as the **Long Hill**. By this route one can drive to within half an hour's walk of the summit of the Sugar Loaf, turning off the road to the left by a cottage near the top of the Long Hill.

The **Ascent of the Sugar Loaf**, which is well worth making, is quite easy, except perhaps the last little bit, which is steep and stony. The hill is 1,659 feet high, and the top is, as it looks, only a cone. The view is extensive; the wooded Glen of the Downs lies just below, and, beyond, Greystones and the sea. Northwards are the Mourne Mountains; southwards Wicklow Head; and inland the Roundwood Reservoir and many of the Wicklow mountains. The ascent may also be made by following any of the zigzag paths that may be seen leading up the hillside on the right-hand of the Rocky Valley, thence across heather and bracken. This is the pleasantest way for walkers; the ascent takes about an hour. Another way is by a path leading up the opposite side of the Sugar Loaf from the near side of the Glen of the Downs.

There is also a surprisingly extensive and beautiful view from the little hill, **Carrigoona** (850 feet), on the left hand of the Rocky Valley. Attempts have been made to enclose these hillsides, but unsuccessfully, and the ground about here is all "common," save where little bits were long ago enclosed and cultivated by cottiers. The stones are excellent for road metalling, and the quarrying forms a useful winter industry. Lodgings are obtainable in some of the few scattered houses.

Passing on down the Rocky Valley the little village of **Kilmacanogue** is passed, and then a sharp turn to the left is taken (the road on the right leads in about two miles to the Glen of the Downs, and on to Delgany and Greystones), running at the foot of the **Little Sugar Loaf** (1,120 feet). The view from this hill is also very beautiful and embraces the demesne of Kilruddery, not seen from the Big Sugar Loaf. To reach it take the hilly lane running up by the Kilmacanogue Post Office. Greystones can also be reached by this very pretty, little-known route, quite feasible for vehicles, though steep in parts. These Sugar Loaf Hills, though not inaptly named, possess in the original Irish the far more poetic name of "The Gilt Spears," bestowed because of the effect of the rays of the setting sun on their tall peaks.

At the entrance to **Hollybrook**, the first gate on the right at the bend of the road, we enter the charmingly-wooded

demesne surrounding the house, and after a pleasant drive, passing an ornamental sheet of water, emerge at the far gate, where visitors are requested to enter their names in the visitors' book. **Bray** is very shortly regained. The Meath Girls' Industrial School and the Town Hall are passed just before entering the town.

TOUR II.

**GLENCREE REFORMATORY—LOUGH BRAY—SALLY GAP—LOUGH TAY
—LOUGH DAN—ROUNDWOOD.**

This trip, about twenty-three miles in all, affords an excellent opportunity of becoming acquainted with the wilder parts of the mountainous districts of Wicklow. The tourist who drives can hire for two or three days, stay the night at Roundwood or the Seven Churches (Glendalough), return by the Devil's Glen to Newrath Bridge Hotel, and thence by Newtown Mount Kennedy and the Glen of the Downs back to Bray; or, reserving the Glendalough visit—which may be combined with the Devil's Glen, Glenmalure Pass, Vale of Clara, and the "Meeting of the Waters"—can return from Roundwood by Newtown Mount Kennedy and the Glen of the Downs. Or, as a third alternative, he can push on from Roundwood for six miles to Glendalough and take up his quarters there for the numerous delightful excursions around. This course has much to recommend it. The hotels in other parts are rather poor.

The pedestrian can lessen his walk by taking the long car from Bray to Enniskerry, and if desirous of returning from Roundwood can do so by the public car from Annamoe, which passes through Roundwood to Newtown Mount Kennedy (inquire of hotel proprietor), and thence by car to Greystones station. This route can also be cycled.

The route is the same as that on the preceding excursion as far as the Dargle. Here, instead of turning to the left, keep straight on, through **Enniskerry**, and up the long hill beyond, turning to the right after passing the hotel and the Post Office. When nearly at the top of the hill turn to the left, leaving Powerscourt demesne on the left, and in about two miles pass between **Prince William Seat** (1,825 feet) on the right, and **Knockeree** (1,127 feet) on the left. Then for about two and a half miles the road passes up the north side of the desolate **Glencree Valley**, with **Kippure** (2,473 feet) on the left, to the old barracks, now the Roman Catholic **Glencree**

Boys' Reformatory, which visitors are allowed to inspect. The view extends as far as the sea eastward, and over numberless wild slopes on every hand.

Note for Cyclists.—From Bray to Glencree, nine and a half miles, is uphill nearly all the way, with one very steep hill beyond Enniskerry.

Turning to the left here, the road bears southward, and passes first **Lower Lough Bray**, a picturesque hillside tarn, 1,225 feet above sea-level, with the dark walls of the mountain-sides rising steeply around; it is hemmed in by a glacial moraine. On its north side is *Lough Bray Cottage*, presented to Sir Philip Crampton by the Duke of Northumberland. The Glencree River, which afterwards joins the Dargle, has its source in this lough and in the next. The road must be left at the little cottage and a path across the moor followed before the lake can be seen. This is a capital place for picnic parties. Hot water, etc., can be obtained at the cottage.

A mile further and higher up is **Upper Lough Bray**, a smaller and less picturesque sheet. Both basins are ice-formed; immense blocks of granite may be seen near the lakes—some over 200 tons in weight. These great blocks must have been carried from the cliffs on the other side by a comparatively small glacier. Fishing in both lakes is free. On the southern side of these hills the Liffey takes its rise, while the Dodder starts from the north slopes, the hills forming the watershed.

In three and a half miles the elevated pass of **Sally Gap**, 1,600 feet high, is reached. Until the construction of the excellent **Military Road**, along which we have proceeded, this Gap was the chief gateway to the mountain fastnesses. The name—which, it will be observed, is not in the possessive case—is a corruption of "Sallow (the Irish "Willow") Gap." The road seen on the right leads to Blessington, or, turning to the right at Ballysmuttan, to Tallaght.

After leaving Sally Gap (the summit of the pass where four roads meet) we turn to the left.

The road running nearly straight on, but bending somewhat to the left, leads by a winding course of twelve or thirteen miles to Laragh and Glendalough, by the Military Road, with glorious mountain views.

Then we proceed down the wild, grand and desolate pass. Crossing the Annamoe River and its tributaries (good fishing,

free), with the round head of **Douce** (2,384 feet), and the long **War Hill** (2,230 feet) away on the left—

Lough Tay,

or **Luggela**, soon lies beneath us, seen from the Murdering Pass. We look down a finely-wooded bank to Lord Powerscourt's charming shooting-box, **Luggela Lodge**, and the clear waters of the tarn, to where, at its southern end, a stream connects it with Lough Dan. Luggela ("the hollow of sweet sounds") is almost oval in shape, and from its western side a lofty hill rises with fine abruptness. The lake bursts into view quite suddenly, and seen through the wood with its long silvery strand and the steep cliffs opposite is perfectly lovely. The tourist is strongly advised to go down to the shore of the lake. The entrance to the path is some distance farther on.

The main road continues in a south-easterly and easterly direction to **Anna Carter Bridge**, when, turning to the right, Roundwood is reached in two and a half miles. The descent is steep and rough.

By taking the road leading down to the shores of Luggela, however, and then at its southern end taking the right-hand fork before reaching the police station, and presently crossing the stream—a very pleasant valley, contrasting favourably with the barren districts previously traversed—we reach the shores of—

Lough Dan,

a fine sheet of water surrounded by hills and stocked with capital trout. There is free fishing, and anglers frequently stay in the little cottage on the bank, where boats may be hired. Refreshments can be had.

The hilly road to the left, at the south end of the lake, near **Oldbridge**, leads below Lake View, and then, turning to the right, to Roundwood in two and a half miles. If leave could be obtained to drive through Mrs. Barton's beautiful demesne (the entrance gate is at Oldbridge) it would give a much shorter route to the Seven Churches. It is, however, strictly private.

Roundwood

is a pleasant little village in a wooded valley to the west of the great Vartry reservoir of the Dublin Corporation.

The main reservoir of the **Vartry Water Works** covers four hundred acres, at an elevation of seven hundred feet, and presents the appearance of a mountain lake. The public road passes over the great embankment, which is 1,600 feet long and 400 feet wide at the base, decreasing to 30 at the top. A bywash at this end carries off the water when it rises above 70 feet. The supply passes through the water tower, thence by pipes beneath the embankment, over filter beds, and through a tunnel over two miles long to a receiving tank at Callagh Hill. From here it passes by pipes (over twenty-four miles in all) to tanks at the Glen of the Downs, Kilcroyne, and Rathmichael, and to the two reservoirs at Stillorgan, which cover twenty-six acres. Besides Dublin, Bray, Kingstown, and other townships are supplied from the Roundwood reservoir, which is estimated to hold a two hundred days' supply at twelve million gallons a day. The reservoir is now being much enlarged by fresh enclosures and embankments. The water is delightfully soft.

From Roundwood, Annamoe and Glendalough may easily be reached, or the Devil's Glen and Rathnew Station, or a return to Bray can be made by way of the Glen of the Downs. This latter is some 36 miles in all, so would make a very long day.

Between Roundwood and Annamoe is the lonely **Derralossary Church**, where Sterne was baptized. Near Annamoe—there is a village as well as a river of this name—are the ruins of **Castle Kevin**, once a stronghold of the O'Tooles, one of whom gave St. Kevin the ground on which the Seven Churches were built.

To cycle from Dublin by the Liffey to Sally Gap, Lough Tay and Roundwood, thence either to Delgany, Wicklow or Rathdrum, is some $37\frac{1}{2}$ miles—a magnificent but severe ride, as the roads are hilly, and, in parts, rough.

TOUR III.

KILRUDDERY—WINDGATES—GREYSTONES—DELGANY—THE GLEN OF THE DOWNS.

The road is the same as that taken for the ascent of Bray Head (*see* p. 120), turning to the left at the top of Bray main street, or to the right at the end of the Esplanade and then to the left.

Kilruddery.

Admission.—Lord Meath permits free inspection of the pleasure grounds on Mondays, from noon to six, when the family are not in residence. In summer on other days a charge of 1s. is made. The demesne is open free to pedestrians every weekday except Friday, when 1s. is charged. For vehicles a charge of 1s. is made, and 3*d.* for bicycles. All gates on Lord Meath's property are closed on Fridays.

Entering the gate on the right-hand side of the road, a broad carriage drive leads through the demesne to the courtyard and mansion. Kilruddery is a modern Elizabethan structure, built in 1820, with a striking exterior, its gables, oriel windows, armorial carvings, and balustrades giving it the air of an old baronial seat. The fine wainscoted hall is lit by stained-glass windows, and there is a magnificent reception-room. In the grounds—which were laid out by the abbots of St. Thomas, who at one time had a country seat here (*see p. 65*)—may be seen the monks' fishing-ponds, their gardens, radiating from a common centre, and the interesting sylvan theatre, with tiers of grassy seats, where miracle plays were performed. The flower gardens are laid out with much taste, and in the pleasure grounds are numerous shady avenues, lakes, etc., with fine views of Bray Head and the Sugar Loaves. A path runs from the orchard up the Little Sugar Loaf.

Near here is Old Court, or **Bray Castle** (mentioned in 1335), restored in 1897, and a favourite picnic spot, with its pretty little lake, swans, etc.

Returning to the main road, we pass upwards by the breezy elevation known as **Windgates** (on a March or October day the visitor realizes the full force of its name), and thence down to the bright little watering-place of—

Greystones,

with the sea on the left and Little Sugar Loaf, Belmont, Templecarrig, and Kindlestown on the right. Having enjoyed a dip or a pull, or a turn on the golf links at Greystones, we take the road to the right of the station, and shortly reach the pleasant little village of **Delgany**, lying in a hollow of the hills. It is one of the few pretty villages in Ireland, and is embowered in foliage, though unfortunately most of its pretty thatched houses have been rebuilt or re-roofed. The climate is very mild, as may be judged from the ivy-leaved and other geraniums covering the cottages up to their roofs. The camellia flowers out of doors.

Turning to the left through Delgany and after a time to the right, we enter the fine **Glen of the Downs**, which is seen to best advantage from this end, the soft-swelling uplands giving place to a wooded defile about a mile long, with the cone of the Great Sugar Loaf peering above it. At one part the hills approach so closely that there is only room at the bottom for the road and the stream; the densely-wooded banks, hundreds of feet high, completely shut in the road. On the right are the park and mansion of **Bellevue**, formerly the seat of the ancient La Touche family. The grounds are open to the public on *Mondays*, but little objection will be raised to a visit on other days. A rustic gateway and bridge at the far end lead to the pretty *Glen Cottage*, whence a path runs upward to an *Octagon Temple*, a conspicuous object from the road. The view from this point is so beautiful that no visitor should omit the ascent.

From the Glen of the Downs the road runs northward between the two Sugar Loaf hills; then, joining the road from the Rocky Valley, the route hence to Bray is the same as that from Powerscourt Waterfall, passing Wingfield, Hollybrook, and Newtown Vevay.

TOUR IV.

BRAY TO WICKLOW—NEWRATH BRIDGE—THE DEVIL'S GLEN.

During the summer months the Dublin and South-Eastern Railway issue cheap Saturday to Monday tickets to Bray, Greystones, Rathnew, Rathdrum, and Glendalough, including hotel accommodation and car to Glendalough; also cheap return tickets for day trips to Glendalough either *viâ* Newrath Bridge and the Devil's Glen, or *viâ* Rathdrum and the Vale of Clara, or *viâ* Rathdrum and Glenmalure.

Taking train from Bray to Wicklow, or to Rathnew, some fifteen miles, the line skirts the seashore, passing round Bray Head at a considerable elevation, and tunnelling through half a dozen projecting points of the Head. Thence along the strand to pleasant little **Greystones** (p. 134), lying low on a southern point. Landward the views are of a green belt, well-wooded, and dotted here and there with houses and farms, and sloping up to the hills—Sugar Loaf, War, Long Hill, Douce, and far-away Kippure. The Glen of the Downs can be descried from Kilcool station.

The ride is delightful, but the route has disadvantages, for in stormy weather the line is apt to be undermined by the sea, and though there are stations the villages of the same

names are some distance inland. The waves break on the shore a few yards away on the one hand, Wicklow Head juts far out seaward on the south, and landward rise a constant succession of mountain-tops. Four miles from Newcastle station stands the *Irish National Hospital for Consumptives*, a series of fine buildings opened in 1896, with accommodation for about sixty-four patients, and plenty of space for enlargement.

Nearing Wicklow, we cross a long, lagoon-like sheet of water, and the town is seen lying picturesquely under the north side of the Head. The station is some distance inland.

Wicklow.

Hotels and Tariffs.—See Introduction.

Places of Worship:—

Roman Catholic—8, 9.30, 11 and 4.

Presbyterian and Methodist—12 and 7.

Episcopalian—11.30 and 7.

Car Hire:—

	For 2	For 3
Lough Dan, 14 miles, car there and back	11/-	12/6
Lough Tay, 15½ " " "	12/6	14/-
Devil's Glen, 4½ " " "	5/-	6/-

Wicklow derives its name from the Danes, by whom it was called *Wykinlo*, or the Viking's Loch. It is an old and small town, with a bridge, a long street, some good shops and hotels, a lifeboat and a fair harbour, recently enlarged and improved. It is much frequented in summer for its excellent bathing. There are a number of clubs, both social and sporting, to which visitors are admitted, and there is also a good Assembly Hall. The pier, built in 1908, forms a pleasant promenade and a shelter for yachts. The long spit of greensward by the side of the lagoon, known as the **Murrough**, makes a capital natural promenade. Fishing on the Three Mile Waters and Potter's River is free.

The road from the station to the town passes on the left the ruins of **Wicklow Abbey**, a Franciscan Friary founded in the time of Henry III by the Wicklow O'Tooles and O'Byrnes of Imaile and Ballymanus. The old part of the town is at the entrance to the harbour, at the far end of the street. On the headland above are the remains of Wicklow Castle, or **Black Castle**, as it is generally called, a picturesque ruin, the property of the Esmond family. During the great rising of 1641 the O'Tooles gained possession of this castle, but abandoned it on the approach of Sir Charles Coote.

There are fine walks and drives about here. The **Silver**

Sands, two miles away, and the cliffs and caves there and at **Wicklow Head**, where seals may be seen, are favourite resorts.

About five miles to the south is **Dunganstown**, a beautiful spot. Here are the ruins of Dunganstown Castle and a picturesque and very old church. The view from **Kilpool**, by which the return journey can be made, is extremely fine.

The pretty wooded **Deputy's Pass** is some six miles southwest of Wicklow, and is passed on the railway journey to Rathdrum.

From Wicklow the line turns inland to **Rathnew**. Here the tourist should alight. Taking the road to the right, then to the left, and again to the right, and passing through the village of thatched cabins, a straight mile will bring him to the pleasant *Newrath Bridge Hotel*, a homely summer resort, picturesquely situated near Newrath Bridge, over the *Vartry River*, and surrounded by pretty gardens. The fishing in the Vartry is free, and there are many beautiful places within easy distance. The most noted is—

The Devil's Glen

($3\frac{1}{2}$ miles from Rathnew, car fare, 3s. and 5s.), which may be reached by a direct road from the hotel, or by Tighe's Avenue through the Rosanna demesne, which is completely overarched by beautiful trees for about a mile and a half. Both roads meet near **Ashford**, a pretty village, with two little inns. Close by is **Mount Usher**, Mr. Walpole's beautiful garden, where flourish semi-tropical shrubs and many rare and lovely trees, ferns and flowering plants. (*Visitors are admitted, free, on weekdays; orders should be obtained from Mr. Walpole, Suffolk Street, Dublin.*)

From Ashford it is about a mile to the entrance gates at the foot of the **Devil's Glen**. (*Pedestrians only admitted. Open on week-days free.*) The coach or car should go round by the road to the head of the Glen, while the tourist walks up; he can then proceed to Glendalough, some eight miles distant, and sleep there. But if the visitor is returning to Newrath Bridge, it is perhaps better to drive to the head, up a very steep hill, and walk down through the charming Glen.

From the entrance just below the bridge, opposite Nun's Cross Church, the road for about a mile leads through the Ballycurry demesne, affording a fine view of **Glanmore Castle**, on the opposite bank, and of the pretty wooded valley which

leads to the Glen itself. At length the Devil's Glen is entered; for about a mile and a half the path runs by the side of the stream, then mounts the side of a rocky defile, its beautiful trees, ferns, and creepers only half concealing its wild character. The height of the precipitous banks above the stream is some 400 feet; at the foot a little mountain torrent dashes noisily down its rocky bed. At the head the lofty path affords a fine view of the picturesque **Waterfall**, plunging down and around the water-worn rocks. Unfortunately there are times when the stream (the Vartry) is impounded by the Roundwood Reservoir, but even then much of the grandeur and beauty of the Glen remain.

If the tourist is proceeding to the Seven Churches (Glendalough) he will regain the road at the head of the Glen, where the car should be waiting. Then turning left for a quarter of a mile, and again to the right, four miles will bring him to **Annamoe**, where the road from Roundwood comes in. In the mill-race at Annamoe, Sterne was nearly drowned. Over the bridge, another four miles will take the tourist past **Croppy's Grave**, where lies buried a '98 rebel; here the first grand view of the Glen of the Two Lakes is obtained. Then the road passes the little village of **Laragh** and the head of the broad valley of Glenmacnass to Glendalough. **Glendalough** is sixteen miles from Rathnew; car fare, 12s. It is pleasant and quite easy to combine the Devil's Glen and Glendalough in a day's excursion, either sleeping there or returning by the Vale of Clara to Rathdrum. In this way a different route is traversed going and returning.

Returning to Ashford or Newrath Bridge, another excursion can be made northward to the fine **Pass of Dunran** (about five miles), which, however, does not equal the Devil's Glen; and from Ballinalea, below Ashford, the charming grounds of **Cronroe** (about three miles away) may be entered, and the View Rock ascended.

All through Co. Wicklow the numerous new (and generally ugly) cottages will be noted. They are let, with about half an acre of ground, for 1s. a week to agricultural labourers, many thousands having been built in recent years in Ireland.

TOUR V.

RATHDRUM—VALE OF CLARA—GLENDALOUGH—GLENMALURE.

Resuming the rail journey from Rathnew, a cutting is entered, and then a long rocky hill, the **Carrick Mountain**

(1,252 feet), is seen stretching away on the right, wooded on its lower slopes, with green meadows at the foot. On the left is a succession of lofty plantations, which at Glenealy recede from the line and terminate in a thin belt. The pretty wooded **Deputy's Pass** is seen on the left, and shortly after crossing the valley of the *Avonmore* by a lofty viaduct the station at Rathdrum is reached.

Cyclists and pedestrians should take the road from Ashford Bridge, or from Rathnew station. The road accompanies the line, crosses the *Avonmore* at Rathdrum, and continues down the right-hand side of the beautiful valley to *Woodenbridge Hotel*. For another route to Glendalough *see* above and pp. 122 and 138.

Rathdrum.

Cars will be found here, as at Wicklow and Rathnew. If the tourist has not a rail and car inclusive ticket, he can hire a car for two to Glendalough (9 miles) by the Vale of Clara and back for 8s., or, if Glenmalure be included on the return journey, for 14s. To Glenmalure alone and back for 7s. 6d. To the foot of Lugnaquilla, 14 miles, 10s. Considering the distance and the hilly roads, these charges are not at all unreasonable.

Turning to the left at the top of the road facing the station, and to the right at the cross roads, we descend the steep hill through the clean, well-built village, and turn to the left along the higher road. Far below may be seen the bridge over the *Avonmore* and a large flour mill. On the left is the Roman Catholic Chapel, with Convent attached. Our road, which runs along the left bank at a varying elevation, commands a fine view of the beautiful wooded valley below. After a few hilly miles the stream changes its direction, and from this point is called the **Vale of Clara** (pronounced "Clah-ra"; the word means level). Its loveliness, much praised, is not over-rated, especially in early spring or autumn.

When a pleasant shooting-box (Lord Meath's) is reached on the left, a look backward should be taken at a most charming combination of water, wood, and mountain. Half-way the road drops to the level of the stream, but soon rises again. About seven miles from Rathdrum the Military Road from Drumgoff and Glenmalure is seen on the left, just above Derrybawn House. Beyond this residence a path goes off to the left, crosses the stream by a stone bridge

and proceeds up the left side of the brook. This, though muddy, shortens the distance for pedestrians.

Passing through the little village of **Laragh**, the roads from the Devil's Glen and Roundwood and the Military Road from Sally Gap are seen on the right, across the bridge. Our road turns to the left. Ahead the Round Tower soars high; on the left, across the stream, are the ruins of *St. Saviour's Monastery*, the fine semicircular arch still in excellent condition. These ruins are some distance down the river and are not visible from the road, so that, though the most beautiful of all, they are the least visited. Then, on the near side of the stream, we pass the fragments of *Trinity Church*, and, with a magnificent view up the Glen and a glimpse of Lugduff, the car stops at the world-famous—

GLEN DALOUGH,

the "valley of the two lakes" and the seven churches.

Fishing on the Upper and Lower Lakes is free to visitors at the Royal Hotel.

As there are other Glendaloughs in Ireland, the full address of Glendalough, Co. Wicklow, should always be used.

In this deep, solitary glen, only occupied by a few houses, boatmen's and miners' cottages, and the *Royal* and *Lakes Hotels*, and situated in the heart of a wild, mountainous region, are found two lakes, the ruins of seven churches which have stood for upwards of twelve hundred years, and a round tower nearly a thousand years old.

The **Lower Lake** is a small, shallow sheet in the centre of the valley and easily accessible; but the **Upper Lake**, the centre of attraction, is a long, narrow, deep tarn, from the left side of which the mountain rises so abruptly that it is little short of foolhardiness to endeavour to scale it. On the right-hand side runs a road through a fine plantation overlooking the dark solemn lake. The mountains which hem in the glen are **Brockagh** (1,833 ft.), **Glendassan**, and **Cama-derry** (2,296 ft.) on the north, and **Derrybawn** (1,567 ft.), **Mullacor** (2,176 ft.), and **Lugduff** (2,148 ft.) on the south.

The history of the valley is the history of St. Kevin, or Coemgeve, the "fair-born," who, born in 498, took the cowl about the year 520, and withdrew to this lonely glen to lead a hermit's life. "On the northern shore his dwelling was a hollow tree; on the southern he dwelt in a very narrow cave, to which there was no access except by a boat, for a

perpendicular rock of great height overhangs it from above. Soon the peasants discovered the holy man, brought him simple foods, spread his fame abroad, and crowds came to visit him. They built him a little cell and an oratory. But disciples came in so fast that, at the bidding of an angel, he erected the monastery of the valley of the two lakes, which was the parent of many others." A city soon sprang up, and a seminary was founded, whence went forth many of the most pious and learned men of the time, thus gaining for Glendalough the odour of extreme sanctity. St. Kevin died in 618, aged one hundred and twenty years. For several hundred years the city flourished; but in the tenth century it was repeatedly plundered by the Danes, and in the twelfth century it was looted by a party of Anglo-Normans. At length, in 1214, it was annexed to the See of Dublin, and from that time gradually decayed, becoming at length a hiding-place for outlaws and robbers.

According to popular legends, St. Kevin fled hither because he was beloved by a beautiful maiden, and, fearing to fall, hid himself in the cave above the lake. But with the assistance of a little dog the maiden tracked him across the mountains, and one morning when the saint awoke he found the lovely Kathleen bending over him. For the rest Moore shall tell the tale:—

“ Sternly from his bed he starts,
And with rude, repulsive shock,
Hurls her from the beetling rock.

“ Glendalough, thy gloomy wave
Soon was gentle Kathleen’s grave!
Soon the saint (yet, ah! too late)
Felt her love, and mourn’d her fate.

“ When he said, ‘ Heaven rest her soul!’
Round the lake light music stole;
And her ghost was seen to glide,
Smiling o’er the fatal tide.”

Sir Walter Scott, Lady Morgan, Maria Edgeworth, and many others have visited the romantic scene.

We enter the ancient enclosure through an old archway by the side of the hotel. The first building is called the **Cathedral**, and is believed to be 1,200 years old. The main doorway at the south-west is square-headed and still shows the chevron moulding, which was not used in England until the Norman period. The east window exhibits the same moulding. A recess in the south chancel wall contains a

piscina. Graves and tombstones are plentiful in the interior, in which also a hedge of fuchsia grows. Among the tombstones four have Celtic crosses, and one in the east end is richly floriated.

These ancient churches in Ireland are generally very small, and are found in groups, often by the side of water, and with a Round Tower (of later date) in close proximity. The ruins at Glendalough are certainly among the oldest Christian buildings in Great Britain. Sir Walter Scott believed Glendalough to be the oldest place still standing where Christianity was taught.

On the south side of the Cathedral is the large monolith of granite, with slight segments of the enclosing circle, known as **St. Kevin's Cross**.

The **Round Tower** is 110 feet high and 52 feet in circumference. The stones are hammer-dressed to the curve of the wall, and show it to be of later date than some other towers. The doorway is ten feet above the ground-level; there is a narrow window at each of the five storeys, and four windows in the topmost. The conical cap is the only part which has given way, and this was reconstructed in 1876 by the Board of Works (under whose charge all the buildings remain), from the stones found within.

South-west of this is **Our Lady's Church**, or **St. Mary's Church**, believed to have been the oratory built for St. Kevin, and his resting-place. The chevron moulding of the east window remains. A diagonal cross is cut on the lower face of the lintel.

St. Kevin's Kitchen, the small stone structure with high pitched roof and bell turret, south of the Cathedral, is perhaps the most interesting building, as it has not only stood intact for hundreds of years, but contains the interesting collections of sculptured stones, crosses, and domestic implements which were discovered by the Board of Works. This, of course, is not a kitchen, but one of the churches. The "Kitchen" or "House" "is a very fine example of the double-vaulted oratory. . . . To the primitive church was added a chancel, now destroyed." On the left of the path are the unearthened foundations of another little church.

Following the path over the stream, a stone with a circular depression will be noticed. This is the **Deer Stone**, which, according to local tradition, was filled with milk by the mountain deer during a famine, for the support of the saint.

Perhaps it was a piscina or stoup, but whether it is pagan or Christian is uncertain.

Turning to the right we skirt the small **Lower Lake**, some way past which a cleft in the rocks may be noticed. This is called the **Giant's Cut**, from a tradition that some fabulous hero tried the strength of his arm and the temper of his axe on this cliff. The path to the left leads to the pretty little **Pollanass Waterfall**, on the *Lugduff Brook*.

Descending again, we cross a stile into the field, turn to the left, and, following the path to the left up the hillside, reach by a quaint arrangement of terraces and stiles the remains of the stoutly-built **Rhefert Church**. This was the principal burial church of the city and of the O'Toole chieftains of these wild hills. Numerous crosses and incised tombs of ancient date still surround it, but its greatest treasures, the dated tomb of King O'Toole, with the inscription in Irish characters, "The body of King Mac Thuill in Jesus Christ 1010," and another, "Pray for Carbre mac Cahail," were shamefully broken to pieces and sold as "specimens of the grave of a rale ould Irish king" by the "guides" who hang about the place.

Descending again, a boat can be taken (*sixpence*) from the mouth of the stream along the **Upper Lake** to **St. Kevin's Bed**, but the view from the boat is finer if one starts from the opposite corner. The *Glenealy* stream, which feeds the lake, is seen falling down the mountain side at the west end, amid white débris from the mines.

A somewhat awkward path leads to the "Bed," a tiny cell in the cliff overhanging the Upper Lake. St. Laurence O'Toole, Archbishop of Dublin, used to spend Lent in this cell.

A little distance beyond are the remains of a building called **Temple-na-Skellig**, or "The Church of the Rocks."

The road through the fir plantation covering the north bank of the lake is very enjoyable. Openings here and there allow vistas of the lake and of the opposite slope.

Returning by the path along the north side of the Glen, the remains of **Trinity Church**, and the site of another Round Tower, beyond the hotel, can be visited. Then passing again through the cemetery and turning to the left along the little Glendassan stream, **St. Kevin's Well**, and the ruins of **St. Saviour's**, or the **Monastery**, are soon reached.

Thackeray, in his *Sketch Book*, gives so playful a description of Glendalough that we are tempted to transcribe it:—

“ I don't know if there is any tune about Glendalough, but if there be, it must be the most delicate, fantastic, fairy melody that ever was played. Only fancy can describe the charms of that delightful place. Directly you see it, it smiles at you, as innocently and friendly as a little child ; and once seen it becomes your friend for ever, and you are always happy when you think of it. Here is a little lake, and little fords across it, surrounded by little mountains, and which leads you now to little islands (?), where there are all sorts of fantastic little odd chapels and graveyards, or again into little brakes and shrubberies, where small rivers are crossing over little rocks, plashing and jumping, and singing as loud as ever they can. Thomas Moore has written rather an awful description of it, and it indeed appeared big to him and to the fairies who must have inhabited the place in old days—that's clear, for who could be accommodated in it except the little people ? There are seven churches, whereof the clergy must have been the smallest persons, and have had the smallest benefices and the littlest congregations ever known. As for the cathedral, what a bishoplet it must have been that resided there ! The place would hardly hold the Bishop of London, or Mr. Sydney Smith ; two full-sized clergymen of these days would be sure to quarrel there for want of room—or for any other reason. There must have been a dean no bigger than Mr. Moore before-mentioned, and a chapter no bigger than the chapter in *Tristram Shandy* which does not contain a single word, and mere pop-guns of canons, and a beadle about as tall as Crofton Croker to whip the little boys who were playing at taw (with peas) in the yard. They say there was a university, too, in the place, with I don't know how many thousand scholars ; but for accounts of this there is an excellent guide on the spot, who, for a shilling or two, will tell you all he knows, and a great deal more too.”

Glendalough to Poulaphouca. The road which forks to the right just before reaching the hotel leads through the **Vale of Glendassan** by the side of the *Glendassan River*, skirts **Lough Nahanagan** (fishing free), and thence by Wicklow Gap reaches Lower Lugglass and **Poulaphouca**. Traces can be plainly seen of an old road leading from Glendalough over the mountains to Tara and still called **St. Kevin's Road**.

If Glenmalure is to be seen on the return journey, the road to Rathdrum is retraced as far as the stone-fenced military road from Drumgoff, which we noticed on the outward journey before reaching Derrybawn House. This winds southward among the hills (with fine views from the elevated parts) for



R. Welch.]

GLENDALOUGH.

[Bellasi.]

V.F.C.



Photo by]

[N. C. Richards.

GLENDALOUGH IN WINTER.



Photo by]

[N. C. Richards.

ST. SAVIOUR'S PRIORY, GLENDALOUGH.

about five miles to **Drumgoff**, where there is a bridge over the *Avonbeg*, a big, disused barrack, and a small, clean hotel. There is a fine view from above Drumgoff.

Here the wild, stern, magnificent **Glenmalure Pass**, one of the grandest in the country, commences, and runs upwards to the right for four or five miles into the recesses of the mountains, where Feagh O'Byrne maintained for years a strong position. Lord Grey, who was sent with a large force to subdue him, met with a disastrous defeat in this glen, the Irish charging down upon him when he was about half-way through, and almost annihilating his army. "It was the hottest piece of service that ever I saw," wrote one of the survivors. In the '98 troubles a body of troopers were surprised and slain in the glen also. The Pass has wooded hillsides here and there, and tumbling cascades; further on the hills are barren. At the head of the Pass is the **Ess Waterfall**. **Lugduff** lies to the right, and the giant **Lugnaquilla** (3,039 ft.) overlooks the Pass on the left. The ascent of the latter is usually commenced at Drumgoff, and takes three hours. From the highest point five counties are said to be visible. There is a good military road from Glenmalure across the hills right on to Aughavanagh, from which **Aughrim** (p. 149) can be reached. The beautiful **Glen of Imaal** lies on the far side of Lugnaquilla. Cyclists may note that this is a stiff road, uphill nearly all the way.

On the way back from Glenmalure a sharp turn to the right leads to the beautiful demesne of **Ballinacor**, through which visitors are kindly allowed to drive. The river *Avonbeg* runs at the foot of the wooded slopes, which in late spring are ablaze with magnificent rhododendrons. There are a number of great ice-carried boulders about. The road from Drumgoff follows the *Avonbeg* for eight miles to the Meeting of the Waters, first on the left side of the stream, then crossing it at Strand Bridge, and continuing down the right bank.

If Rathdrum is the destination, turn off to the left at **Strand Bridge**, and, leaving the river, take the first road to the right, about half a mile past the Monastery, cross the Clara Bridge road, and keep straight on. The distance is about 6 miles.

A little-known drive, with magnificent views, and combining most varied scenery, may be taken from Rathdrum first to the famed Meeting of the Waters, then turning off on the left and up through the **Castle Howard** grounds. Leave by an upper back gate and so out on to a glorious mountain

Dublin (k)

road, which winds along the hillside, with the river and railway far below and a perfect tangle of hills and mountains all around. Continue on this Coneray Road as far as the little church, then, turning to the left, the main road is soon reached and Rathdrum entered by the mill.

TOUR VI.

THE MEETING OF THE WATERS—VALE OF OVOCA—WOODENBRIDGE.

Day excursions to these places, including rail and car, are run at popular prices during the summer by the Dublin and South-Eastern Railway Co.

From Rathdrum the line runs down the valley of the *Avonmore* and through the Vale of Ovoca to Woodenbridge, affording charming views of the lovely district. But if possible the visitor should do the first six miles to Ovoca by road, in order to see the Meeting of the Waters *en route*. The road is even more beautiful *beyond* Ovoca. There is a long gradual descent all the way; the surface is excellent.

Reaching the main road above Rathdrum station, and high above the stream, we turn to the left, and, passing a pleasant residence with a tower, soon reach **Avondale** (1½ miles south of Rathdrum), once the seat of Charles Stewart Parnell. The demesne, in which visitors are allowed to wander, has been acquired by the Department of Agriculture for the purpose of teaching forestry.

Getting back to the high-road we continue the descent, with occasional glimpses of the charming valley below; then, passing **Kingston House**, the superbly-situated **Castle Howard**, high up on the opposite bank, attracts attention. At the foot of the road it is worth while to turn up a by-road to the left and cross the picturesque, creeper-covered **Lion Bridge** for the view up the beautiful river valley. Castle Howard, the seat of Colonel Brook Howard, was designed by Sir John Vanbrugh, and is one of the most finely situated of country seats. No difficulty is made if anyone wishes to drive through the densely-planted grounds.

Returning, we retrace the road a little way, and presently reach the famous—

Meeting of the Waters,

about equidistant (3 miles) from Rathdrum and Ovoca (return car fare from either, 2s. 6d.).

It is a tranquil and pretty scene, though hardly meriting

TO READERS.

Every care has been taken to render this volume accurate and trustworthy. But changes take place, both in town and country, with a rapidity which often thwarts the efforts of the most alert and painstaking writer. We should, therefore, esteem it a favour if readers discovering errors, either of omission or of commission, in these pages, would promptly inform us. Such communications will be duly acknowledged and the inaccuracies rectified at the earliest opportunity.

THE EDITOR.

Address—

Messrs. WARD, LOCK & Co., LTD.,
Warwick House, Salisbury Square,
London, E.C.

the extravagant praise which has been lavished upon it. Moore's beautiful verses will be familiar to everyone, but we shall be pardoned for repeating them:—

“ There is not in the wide world a valley so sweet
As the vale in whose bosom the bright waters meet ;
Oh ! the last rays of feeling and life must depart,
Ere the bloom of that valley shall fade from my heart.

“ Yet it was not that Nature had spread o'er the scene
Her purest of crystal and brightest of green ;
'Twas not her soft magic of streamlet or rill,
Oh ! no,—it was something more exquisite still.

“ 'Twas that friends, the beloved of my bosom, were near,
Who made the dear scene of enchantment more dear,
And who felt how the best charms of Nature improve,
When we see them reflected from looks that we love.

“ Sweet Vale of Ovoca ! how calm could I rest
In thy bosom of shade, with the friends I love best,
Where the storms that we feel in this cold world should cease,
And the hearts, like thy waters, be mingled in peace ! ”

The bridge is commonly called **Meeting Bridge** ; the green point below it, with the tree, is said to be the spot on which Moore often sat to enjoy the scene. This tree, popularly known as **Moore's Tree**, is now but a bare, withered stump. In his letters, Moore, when asked whether his song referred to this, “ The First Meeting,” or to the “ Meeting ” at Woodenbridge, says, “ The fact is, I wrote the song at neither place, though I believe the scene under Castle Howard was the one that suggested it to me.”

Crossing the Meeting Bridge (the road on the right is that to Drumgoff and Glenmalure), we take the road down the right side of the “ sweet **Vale of Ovoca**,” with the united waters of the Avonmore and Avonbeg on the left, and the wooded slopes of the banks on both sides. The exquisite sweetness of the Vale in Moore's time is now considerably marred in places by heaps of débris and the plant of the Ballymurtagh copper mines and some ochre and sulphur works, but it is still a very charming scene.

In about three miles we reach the railway station, church, and village of **Ovoca**, with its fine bridge over the river. From here the beauty of the valley, with its wooded, hilly sides stretching as far as eye can see, can hardly be exaggerated, especially if seen in late spring, when the many wild cherry trees in blossom give an effect of snow having been sprinkled over the fresh green foliage. The roads are beautiful, both

that on to Arklow or that by another valley westward to Aughrim. On the right is the curiously-named **Castle Macadam Church**, and above that, on high ground, is the *Rectory*, a fine house with beautiful views and grounds. (Fishing in the Avonbeg is free, and also in parts of the Avonmore.)

Taking train at Ovoca or driving on for another three miles down the valley, we reach the **Second Meeting of the Waters** at—

Woodenbridge,

the last centre for the Wicklow Tours, and a fine district for cycling; the roads are level, with a good surface, and extremely pretty.

This is a very beautiful spot, much finer than the "First Meeting," as not only do the Aughrim and Ovoca rivers mingle their waters here, but four valleys unite, and it is a centre for some very pleasant excursions. The fishing in the *Aughrim* is free. There is hunting here too—otter and fox—and a 9-hole golf course. In the pretty hotel garden may be seen a notice, "Ladies and gentlemen will not, and others must not, pick the flowers!"

One of the most pleasant excursions (included in the summer Day Excursions from Dublin) is through the beautiful **Glenart Castle** demesne (orders can be obtained at Woodenbridge), the seat of the Earl of Carysfort, which stretches for nearly six miles along the right side of the Ovoca river to Arklow. The scenery on the road is delightful, but **Arklow** is a poor and dirty, though ancient, fishing town and port, with little to attract the tourist. Messrs. Kynoch's cordite works are here, and the ruins of a thirteenth-century castle can be seen. (Car to Arklow and back from Woodenbridge, through Glenart, 5s.)

Just above the town is a magnificent new church, built by Lord Carysfort at a cost of some £30,000.

The railway also follows the Ovoca river from Woodenbridge to Arklow, affording beautiful views of the river with its densely-wooded banks, and of the Ballyarthur and Shelton Abbey demesnes on the left and the Glenart demesne on the right. But as two or three hours would have to be spent in Arklow before one could return by rail, it is better to drive or walk. From Arklow the line continues to **Wexford** (see p. 151).

At Arklow the river is crossed, and a little farther, on the

left, is the entrance to the Earl of Wicklow's seat, **Shelton Abbey** (*public not admitted*), a fine mansion in the Tudor style, with the appearance of an ancient monastic edifice. Thence the route is through beautiful **Ballyarthur Park** to Ovoca village, and back to Woodenbridge.

Another pleasant trip from Woodenbridge is up the **Goldmines Valley**, crossing the Aughrim by the fine bridge at the hotel and keeping by the side of the little Goldmines River for about four miles to an open sterile district, whence the peak of **Croghan Kinshela** (1,987 ft.) can be ascended, and an extensive panorama enjoyed. The streams of the slope and base of **this** mountain were anciently worked for gold, but the mines were forgotten until 1796, when the precious metal was accidentally discovered, and a wild rush from the surrounding country was made. Farmers, labourers, artisans, shopkeepers, all forsook their occupations for the diggings, but at length the Government stepped in and put a stop to the operations. In a few years the mines were abandoned, the yield not paying. Then a private company took the matter up, and until a few years ago a returned Australian miner carried on the speculation. The gold was found in nuggets and grains. **Croghan Moira**, an adjacent height, is also believed to contain gold deposits.

TOUR VII.

THE AUGHRIM VALLEY—TINAHELY—SHILLELAGH—ARKLOW TO ROSSLARE.

A branch line, sixteen and a half miles long, runs westward from Woodenbridge up the pretty Aughrim Valley and thence south-west to Shillelagh. Both rail and road to Aughrim are extremely pretty. In fact, they and the river run almost side by side.

In four and a half miles, after crossing and re-crossing the river, the line reaches the little town of **Aughrim**, which does a large woollen trade and has excellent granite quarries. The well-designed church here was built by the Earl and Countess of Meath, whose property extends to this part of Co. Wicklow. There is very good grouse shooting and some fishing. The demesnes of **Humewood** and **Highpark** can be visited. Here the River *Ow*, from Lugnaquilla, joins the *Derry*, and the glen is very pretty. From the Roddenagh Bridge, too, a short distance up the *Ow*, there is a very pretty view.

From Aughrim the beautiful **Glen of Imaal**, at the foot of Lugnaquilla, may be reached and also the **Aughavanagh Valley**, a more open and bare district.

Leaving Aughrim the line follows the valley of the Derry to **Ballinglen** (nine miles), with **Croghan Kinshela** (1,987 ft.) on the left. At the pleasant little market-town of **Tinahely** we reach the *Shillelagh* stream. Near the town, which was rebuilt after '98, are the remains of a mansion of Wentworth, Earl Strafford. Following the stream for four and a half miles, we have the fine demesne of **Coolattin** on the left; it was wrested by Strafford by a legal quibble from the O'Byrnes, and afterwards passed into the hands of an ancestor of Earl Fitzwilliam. The mansion is not interesting, but it stands in a park of about four hundred acres, tastefully laid out and planted with fine forest trees. (*Public admitted. Car 4s.*) Then we reach the little town of **Shillelagh**, which gave its name to the famous "shtick" of Irishmen, shillelagh oak forests having formerly existed in perfection here. Turlogh, King of Leinster, made William Rufus a present of some of this exceedingly hard and durable wood for the roof of Westminster Hall, and the roof of St. Patrick's Cathedral in Dublin was also of shillelagh oak. The town is of no great extent, the principal public building being the Church, erected in 1834, in a picturesque situation, mainly at the cost of the Earl Fitzwilliam of that time.

Here the line terminates. Should a return to Dublin by a different route be desired car can be taken westward for eight miles to **Tullow**, in County Carlow, the terminus of a branch of the Great Southern and Western Railway running northward through Baltinglass and Harristown, and thence *via* Sallins Junction to Dublin. From Harristown the Poulaphouca Waterfalls, 5 miles away (p. 155), can be visited, and the return to Dublin made by the Blessington Steam Tramway.

About six miles west of Shillelagh, by the old road to Tullow, a remarkable ancient "cahir," or stone fort, called **Rathgall**, occupies the summit of a hill some 450 feet high. It consists of an external wall, some 10 feet high, of stone and earth, now much defaced, originally enclosing a space nearly a quarter of a mile in diameter, and of a well-preserved inner wall of rough stones five or six feet high, and in parts ten feet thick. This rath commands extensive and beautiful views of open agricultural country to the west, Mount Leinster (2,610 ft.) to the south, Lugnaquilla (3,039

ft.) and others on the north, and of the lofty hills to the east of Shillelagh.

About three and a half miles south-east of Shillelagh, near the quiet little market-town of **Carnew**, stands an old Castle, battered by Cromwell's artillery from a height overlooking the town, still known as *Cromwell's Rock*, during the Protector's march from Drogheda to Wexford. Early last century it was repaired and converted into a rectory.

Arklow to Rosslare.

At **Ferns**, once an important town, are the ruins of a castle and of an abbey or cathedral, part of which forms the present Church. In the churchyard is the grave of the last King of Leinster, whose daughter married Strongbow. This King, Dermot MacMurrough, lived in the Castle, the tower of which should be ascended for the sake of the extensive view. From Ferns the line runs close by the river *Slaney*, and becomes increasingly pretty. Many ruined castles and towers still stand to bear witness to the fierce battles of old, for this is all historic ground.

Enniscorthy comes next, a hilly town. The old Castle, built in the twelfth century, has been restored and is now inhabited. It was granted to the poet Spenser by Queen Elizabeth. Just outside the town is **Vinegar Hill**, of ominous fame, for here the rebels of 1798 were defeated and many of them put to death in the tower or windmill, still standing on the hill. There is a wide view from here. The memorial statues erected in Enniscorthy and Wexford to the memory of those who fell in the rebellion of 1798 are extraordinarily vigorous and well-executed. Near Enniscorthy is an immense Lunatic Asylum.

A branch line to the west leads to the charmingly-situated little town of **New Ross**, and thence to **Waterford**. The main line continues southward. Before reaching Wexford there is a picturesque view at **Ferrycarrig**, where the river narrows; high on one bank stands a monument in the form of a Round Tower to those who fell in the Crimean War, and on the other side are the remains of an ancient fortress, the first Norman castle built in Ireland. Thence it is only a short run to the ancient town of—

Wexford,

with its narrow, crooked streets, its tiny bull ring, and the

remains of its great walls (once 22 ft. high) and gateways, for it was a fortified town in old days. The ruins of **Selskar Abbey** (or St. Sepulchre) are said to cover the spot where the first treaty between the English and Irish was signed in 1169. The Protestant Church stands on the site of the Abbey choir. But there is little to detain the tourist here.

The railway continues to—

Rosslare,

almost the extreme south-easterly point of Ireland, with its magnificent seven-mile-long **Strand**, safe bathing, 9-hole golf links, and good hotel. Rosslare is a sunny, sheltered spot with gay gardens, where primroses and anemones can be picked to decorate the Christmas table. But to English people it is chiefly known in connection with the Fishguard-Rosslare route to Ireland. The magnificent turbine steamers of the Great Western Railway make the voyage in about two hours; from Rosslare to London takes under nine hours. This forms an attractive alternative return route to England for those who do not care to retrace their steps to Dublin or Kingstown for the Holyhead boats. The vessels start from *Rosslare Pier*, to which the boat-trains run. It is important to bear in mind that this is some three miles beyond *Rosslare Strand*, the station for Rosslare itself.

Off the coast of Wexford lie the rocky **Saltee Islands**, great breeding-grounds for sea birds of all sorts.

BLESSINGTON AND POULAPHOUCA.

THE fine upper falls of the Liffey, with the melodious name of Poulaphouca (variously translated, "The Devil's Hole" and "The Pool of the Fairies"), among the Wicklow Hills, some 23 miles from Dublin, can be visited either—

(a) By *Great Southern and Western Railway*, *via* Sallins, to Harristown Station, and then by a walk or drive of about 5 miles eastward.

(b) By tram to Terenure (fare *2d.*) and then by the *Blessington and Poulaphouca Steam Tramway*, as described below.

From the south side of Nelson's Pillar the Terenure tram proceeds through Dawson Street, Harcourt Street, and over Portobello Bridge. (The Harold's Cross and Rathfarnham tram also goes to Terenure, but by a different route.) We are now in the populous suburb of **Rathmines**, and pass in front of its Town Hall. Mount Jerome Cemetery at Harold's Cross lies to the east, and the famous village of **Donnybrook**—where broken heads during fairs were once as plentiful as the blackthorns which produced them—considerably to the left.

At the little village of **Terenure**, or Roundtown, we alight and walk for a short distance by the tram lines (guided by a notice board) to the starting-place of the—

Blessington and Poulaphouca Tramway.

Carriages are first and third class, and there is accommodation for both classes in the interior and on top. The line is of 5 ft. 3 in. gauge. The return fares between Terenure and Blessington are *2s. 9d.* and *1s. 9d.* There are about four departures from Terenure a day, in connection with the Dublin trams, but as the times alter, and as during the summer through tickets are issued on the Rathmines line of the Dublin trams at special fares (*3s.* return first; *2s.*, third class), the intending traveller should procure one of the little time-tables issued by the Company, to be had at 9, Upper Sackville Street, or 62, Dawson Street.

Leaving Terenure, we pass along a shady road, having on the left the demesne of **Bushy Park**, and on the right **Terenure Carmelite College**. **Fortfield**, another fine seat here, was long the residence of Sir William McMahon, Master of the Rolls.

The little river *Dodder* is now seen on the left, and we get into a purely agricultural district. At **Templeogue** the Dublin Hills come fully into view, extending away to the left. On the right, half-hidden by trees, is **Templeogue House**, long the residence of the Domville family, where Charles Lever lived for some time.

In a short distance will be seen, on the left, an iron gate leading to the **Spa Well House**. In 1732 a spa was discovered here, which had its day of fashion. On the right is a creeper-covered tower of **Timon Castle**, built by Henry de Loundres, Archbishop of Dublin, in the reign of John, the manor having been given to him to defray his expenses in completing Dublin Castle. It is about half a mile from the next stopping-place, **Balrothery**, and consists of a small oblong tower on a mound, with walls about three feet thick, still solid and strong.

The district is depopulated and poverty-stricken.

Tallaght,

though an old place, has from a distance a modern appearance, which, however, is modified on nearer acquaintance. The old square tower on the right of the road is the sole remaining fragment of **Bancroft Castle**, now part of a farmhouse. Higher up the road is the **Dominican Convent**, with a pretty chapel. The creeper-covered, lofty tower is all that remains of **Tallaght Castle**, built by Archbishop Breknor in 1324. It was the palace of the Dublin primates down to 1821. Visitors may enter the grounds.

From Tallaght the road winds round and up, through richly-wooded and brilliantly green country, with rapidly shifting panoramas of the hills on the left, and the broad "Plain of the Birds" extending north-eastwards as far as Howth Hill.

At **Corbally Bridge** the line crosses a hollow, below which, on the right-hand side, runs the little *Swift's Brook*, between Saggart and Rathcoole. It receives its name from Dean Swift, who held the property here which he afterwards left to found the Lunatic Asylum. **Saggart** has important paper-making mills.

From Corbally Bridge the road ascends the side of the pleasant "Slade" or **Valley of Saggart**, at the bottom of which may be seen the old coach road and the bridge over the brook. Many of the hills on either side are over 1,000 feet high; **Saggart Hill**, on the right, is 1,308 feet.

After the ascent we enter a wild, bare district, with heather-clad hills on all sides. At **Brittas** we pass the fishing ponds which supply the Swift Brook Mills, and soon, crossing the road, enter the county of Wicklow, the boundary being marked by an embankment. A mile further a road runs off on the left through the pretty **Glen of Kilbride**, watered by the *Brittas River*, with a holy well and an old castle. For cyclists this road, which soon follows the Liffey round to Blessington, is smoother and firmer than the main road, though rather longer.

Approaching Blessington, there is a fine view away to the left of **Black** or **Blackamore Hill** (1,605 feet), where a party of the '98 rebels, encamped.

Blessington,

17 uphill miles from Terenure, was built by Archbishop Boyle, and incorporated by charter in 1669, the corporation being styled "The Sovereign, Bailiffs, and Burgesses of the Borough and Town of Blessington." At the Union £15,000 was paid to the Marquis of Downshire for the loss of the franchise. **Downshire House**, the seat of the Earls of Downshire, to the right of the town, was burnt by the '98 rebels and has never been rebuilt. Blessington consists of a wide street, with a church, a courthouse, and a couple of small inns.

By turning to the left, off the main street, the Liffey is reached. The Rocky Pool grounds and wooded banks over the river are very pretty.

About three miles beyond Blessington, **Russborough House** (Earl of Milltown) is passed on the right, and soon after the Liffey is seen below on the left. On this side, too, a ruined bridge marks a memorable spot in the history of Ireland. This is none other than the **Horsepass Bridge**, spanning the Horsepass Ford, where Danish fugitives from the great battle of Glenmama, or Dunlavin—some ten miles farther south—made their last desperate stand against Brian Boru, in 1001, and were killed almost to a man. The old bridge and road were used till about half a century ago. Beyond the new bridge, four and a half miles from Blessington, on the right-hand side, a flight of steps will be seen, leading down to **Poulaphouca Falls**; the visitor should first, however, enjoy the view from the left-hand side of the bridge, facing upstream. Fifty feet below the water begins its tempestuous course. Then, crossing to the other side, he will see the foam

boiling beneath at a depth of 150 feet, the falls occurring immediately under the arch.

Poulaphouca Bridge, a single-arched structure, flanked by battlemented turrets, is in harmony with the gorge it spans. A passage pierces the south side, by which a view of the falls can be obtained. From the hotel take the path to the right leading down by the thatched summer-house. Here the Liffey is seen dashing over black ledges, while on either hand rise cliffs clothed with verdure. A higher path leads towards the bridge, with the falls far below, giving a juster idea of the great height of the arch and the rush of water, while a third higher fall is also brought into view.

The boulder-strewn bed can be followed for some distance down-stream. The Liffey afterwards winds northward and eastward to Dublin, thus forming almost a "looped whip"; in fact, though it rises only twelve miles from Dublin, the river makes a course of fifty miles before reaching its mouth in Dublin Bay. But those who have little time to spare should pass beneath an arched way right through the bridge to the upper side, and walk round to another thatched summer-house perched high on a point from which there is a delightful view of the falls.

This expedition takes the greater part of a day. In autumn, when there is plenty of water, the gorge, with its varied colouring, is certainly very pretty.

The return from Poulaphouca to Blessington can be made by **Ballymore-Eustace**; this is only two miles longer and gives good views of the Curragh, and of Kildare and its Cathedral and Round Tower.

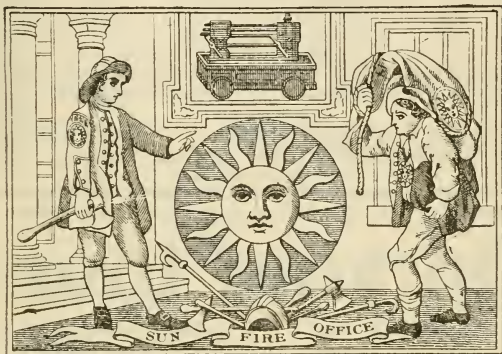
A diversion from the ordinary route would be to spend the night at Poulaphouca, and next morning walk or drive to **Harristown** station on the Great Southern and Western Railway, and take train to **Tullow**. Thence hire a car or walk for eight miles (direct road, south-east) to **Shillelagh**. Here train can be taken to **Woodenbridge**, and the Wicklow Tours commenced from the south. Cyclists can take the road (a good one) leading from Brittas to Sally Gap, and thence to Glendalough (this is a magnificent mountain ride, *see* p. 29), about 38 miles in all, or to Rathdrum, 45. Circular tours are also arranged by the Dublin and South-Eastern Railway.

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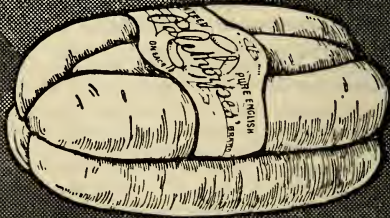
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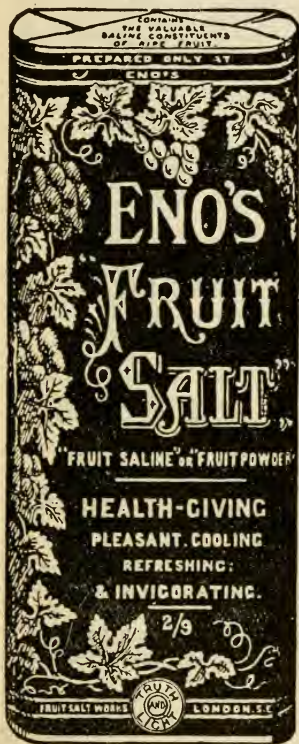
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SPECIAL TRUST FUNDS :—	
“ West of England ”	£549,963
“ Hand-in-Hand ”	£3,768,932
“ Union Life Fund ”	£4,057,027
OTHER ASSETS'	£10,173,149
TOTAL 31st December 1912	£23,784,486

TOTAL ANNUAL INCOME EXCEEDS £8,000,000

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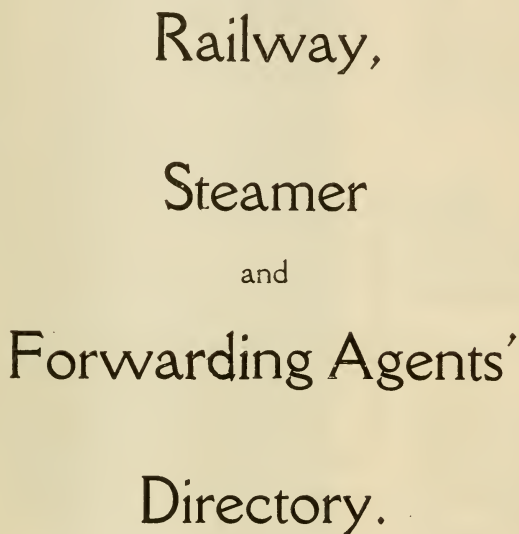
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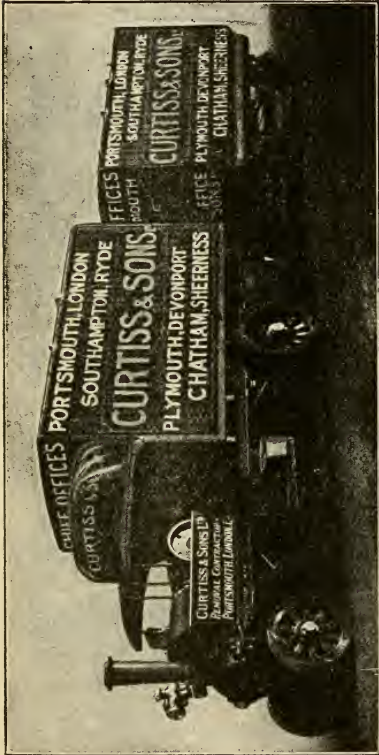
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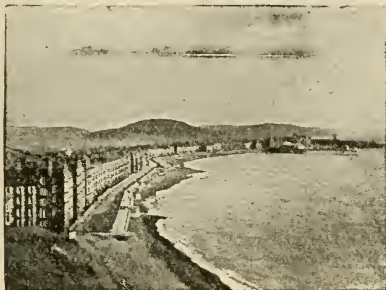
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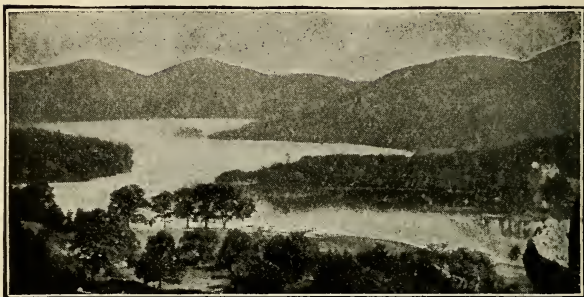
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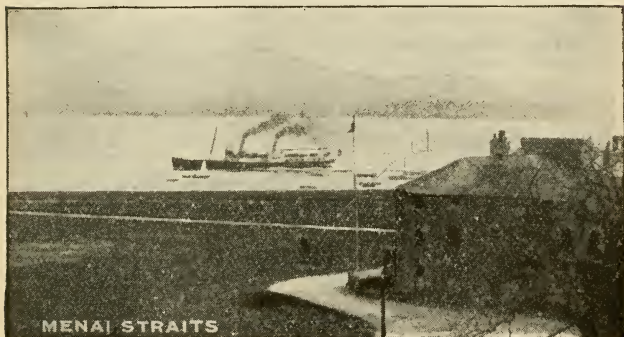
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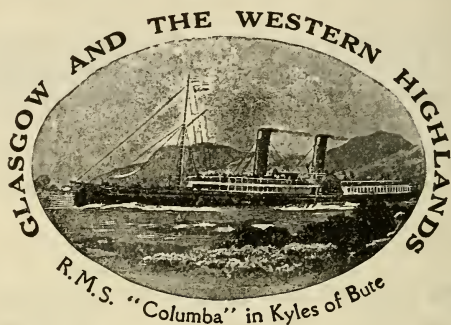
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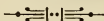
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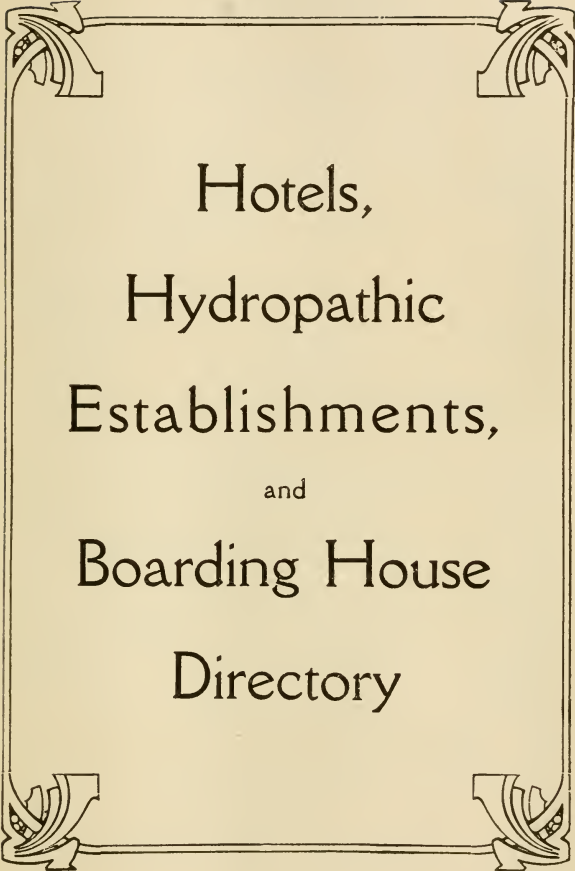
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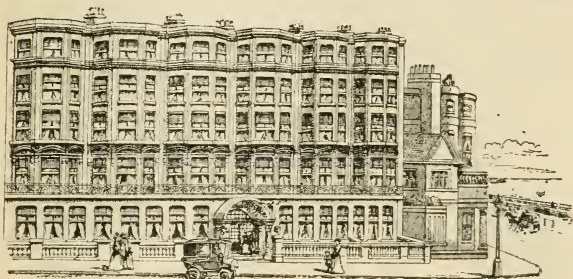
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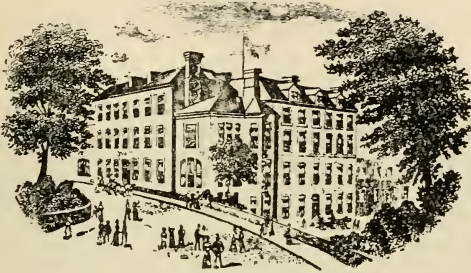
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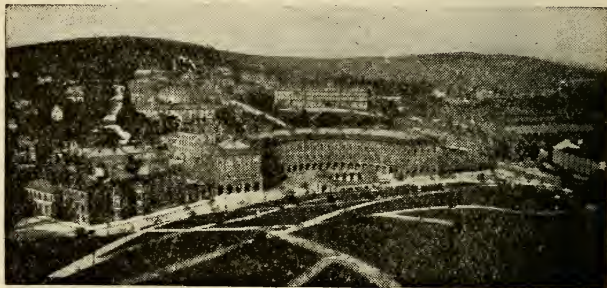
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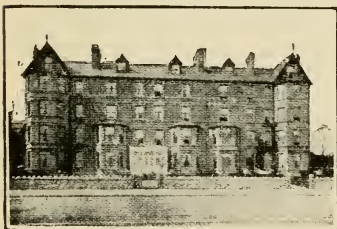
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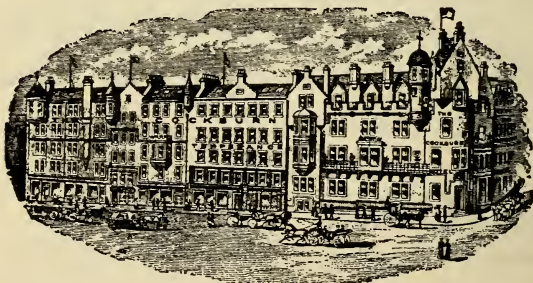
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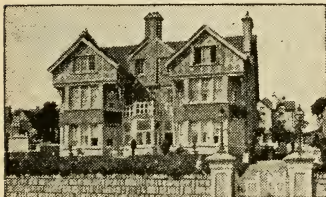
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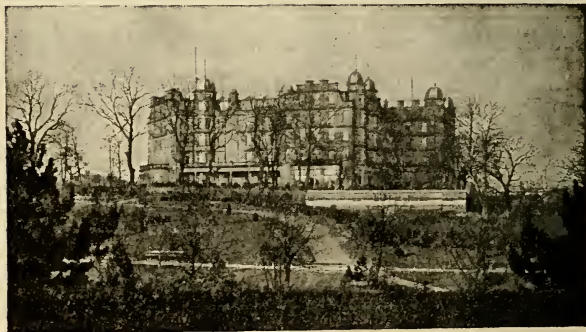
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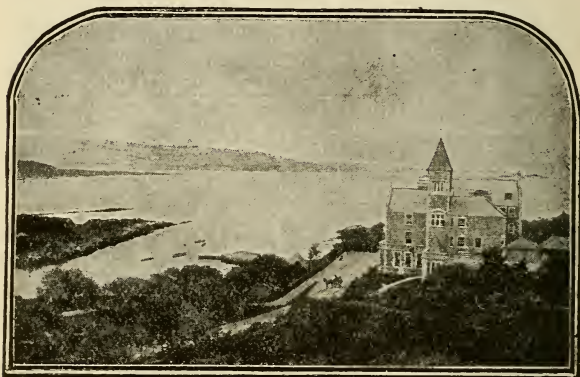
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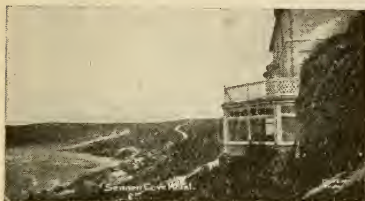
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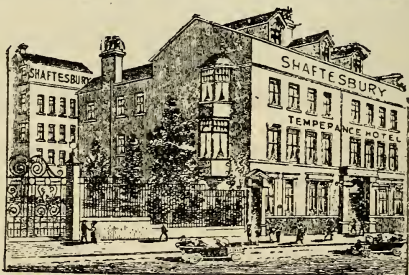
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Lowestoft—"The Clyffe" Private Hotel & Boarding House.—Open all the Year. Delightful Position. **Facing Sea.** Spacious Dining, Drawing, & Smoking Rs. Lounge. **Private Tennis Court.** Table d'Hôte. Sep. Tables. Illus. Tariff Free. Mrs. NEEVES.

LOWESTOFT (South)—THE DAGMAR Private Hotel.—1 min. Sea. Near Piers and Amusements. Young Society. Liberal Table & Excellent Cuisine. Picnics arranged. Special Winter Terms. Mrs. FAIRCHILD.

Lowestoft—"South View" Private Hotel.—Oldest Established. First-class position, midway between Piers and Baths. Select. Moderate. Comfortable. Apply Mrs. WESTGATE.

Lowestoft—"Stafford House" Wellington Esplanade.—First-class Boarding Estab. Centre of both Piers. Uninterrupted Sea View. 10 mins. from Golf Links and Tennis Courts. Moderate Tariff. Proprietors, Mr. & Mrs. C. WARREN.

Lowestoft—Cliffside Private Hotel, Kirkley Cliff.—Best position on Sea Front. Dining Hall (Separate Tables). Large Lounge. Ladies' Drawing Room. Private Tennis Courts. Garage close to Hotel. (Open all the year.) R. G. COPLING, Proprietor.

Lyme Regis—Royal Lion Hotel.—First-class Family & Residential. Tel. 14. R. H. RUSSELL.

Lyme Regis—Stile House "Pension."—Pleasantly Situated. Mod. Trms. Mr. & Mrs. CROUCHER, Prop'tors.

Lymington—The Londesborough.—The Leading Family and Commercial Hotel.

Lyndhurst—Stag Hotel.—Old-established & Comfortable. Central. Terms Moderate. Billiard Room. Hotel Carriages meet any train for Forest Drives. Hacks and Hunters. Hdqrs. C.T.C. Tariff on application to C. W. HARRIS, Prop.

Lyndhurst (Hants)—"Crown Hotel."—First-class Family and Residential. (Rebuilt 1897). Facing South. Electric Light. 60 Bed & Sitting Rooms. Large Gardens. Motor Garage. Livery Stables. Tel. No. 13. Tels., "Crown, Lyndhurst."

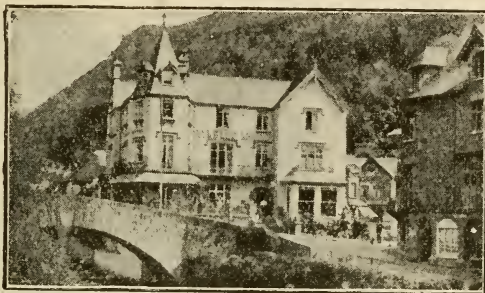
Lynmouth—Summer House Boarding Estab.—Electric Light, H. & C. Baths. Garden, &c. Liberal Table. 4 mins. Sea, Esplanade, &c. Golf Tennis. Sea and River Fishing. ED. PETERS, Proprietor.

6^d. THE WINDSOR 6^d.

LYNMOUTH, NORTH DEVON.**LYNDALE HOTEL.**

The Oldest Established First-class Family Hotel in Lynmouth.

Telephone 45. Lynnton Exchange.



Telegrams: "Lyndale, Lynmouth."

Nearest Hotel to Watersmeet, Doone Valley, and Most Central for Devon and Somerset Staghounds. Ilfracombe & Minehead Coaches stop at Hotel.

Conveyances meet all Trains.

Electric Light Throughout. Garage for 10 Cars adjoining the Hotel. Petrol. Headquarters A.A. Salmon and Trout Fishing. Good Stabling. A. W. GAYDON, PROPRIETRESS.

**LYNMOUTH.****BATH HOTEL**

Family and Residential.

THE ONLY HOTEL CLOSE TO THE SEA.

Everything Up-to-date.

Liberal Table. Moderate Tariff.

MOTOR GARAGE.

Personal Supervision of Proprietor and his Wife.

J. B. PARSONS, PROPRIETOR.

Telephone 38. Teleg. Address: "BATH."

LYNTON N. Devon.**FAIRMOLM**

HIGH-CLASS Boarding Establishment. Beautifully situated in Own Grounds, on the sunny side of a hill, about 400 feet above, and facing Sea; commanding Finest Views of Sea and Coast, River Lyn, and far-famed Watersmeet Valley. Also

WATERLOO HOUSE

OLDEST Established Boarding House in Lynton. Every Comfort. Moderate Terms. Private Board and Apartments if required. H. and C. Baths. Electric Light.

Terms on application to—THE MISSES COURTEEN & MADDOCKS.

Tels., "Fairholm, Lynton."

LYNMOUTH, N. Devon.**BEVAN'S LYN VALLEY HOTEL**

OVERLOOKING the meeting of the East and West Lyn, and adjoining the far-famed Glen Lyn Grounds. On the borders of the Lorna Doone country. The Largest First-class Family Hotel in Lynmouth Coaches to Minehead and Ilfracombe daily. Electric Light Throughout. Good Salmon and Trout Fishing. Sea Fishing.—Man and Boats kept for use of Visitors staying in the Hotel. Golf Links. Bathing. Tennis. Lock-up Garage. I. P. Petrol. Officially appointed for R.A.C and A.C.U. All Tariff Moderate. Mrs. CECIL BEVAN, PROPRIETRESS.

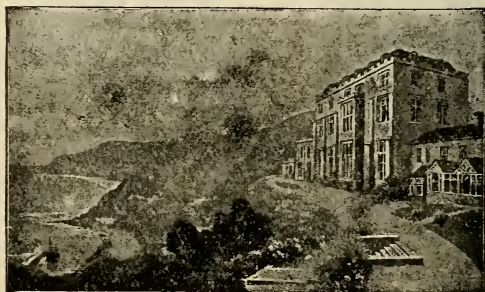


Telegrams—"Bevan, Lynmouth." Tel. 46. Please Note Address.

LYNTON (N. Devon).**ROYAL CASTLE HOTEL.**

In the LORNA DOONE Country.

Leading Family Hotel. Choicest position in the Neighbourhood.



500 Feet above the Sea. Ornamental Grounds, 9 Acres Overlooking Sea.

Elec. Light Throughout. Table d'Hôte. Reading & Drawing Rooms. Newly constructed Lounge, with loveliest views in England. 'Bus meets all trains. Daily Coaches to Minehead & for Excursions. 100 Horses kept for Driving & Hunting. Private Fishing for Hotel. **Motor Garage.** Moderate Tariff. Phone 48. Telegrams, "Castle, Lynton." TOM JONES, PROPRIETOR.

Maidenhead-on-Thames—St. Ives Family Hotel.

—80 Rooms. First-class. London only 30 minutes. Terms from 35/- to 52/6 per week. Phone 188.

MALVERN.



An Ideal

HEALTH

RESORT

for Summer and

Winter.

Nine mile range of Hills. Magnificent Scenery. Purest Water. Bracing and Invigorating Climate. Sanitation Perfect. Baths (including famous Droitwich Brine). Golf. Hunting, Tennis, Croquet, &c. Good Motoring Centre. Good Band in Gardens.

For free Guide, apply

SECRETARY,

Improvement Association, Malvern.

Gt. MALVERN

PORTLAND

Private Hotel.

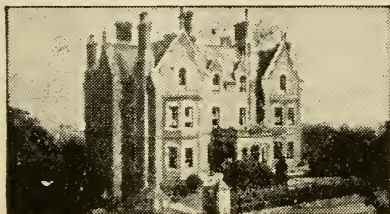
S. Aspect. Central. Overlooking Manor Park. Perfect Sanitation. Billiards. Electric Light. Lounge. Write for Illustrated Tariff. Garage. Tel. 151.

D. WOODMAN,
PROPRIETOR.



MALVERN HOUSE HOTEL. GREAT MALVERN.

First Class Private & Residential.



Estab. 1867. Centrally situated for Golf Links, College, Hills, & Town. Separate Tables. Smoke Room, Drawing Room, & Lounge on Entrance Floor. Private Rooms en suite (facing south). Large Garden with Tennis and Croquet Lawn. Baths (H. and C.). Electric Light. Sanitary Certificate. Inclusive charges per day or week. House heated. Quiet and Comfortable.

Phone, Malvern 202.

Mrs. H. L. Perkins, *Proprietress.*

Malvern (Great)—Imperial Hotel.

—Head'qrs. R.A.M.C. Golf Links (18 holes).

First-class, with incl. charges. Beautiful views. Extensive Grounds. Sunniest position. Faces South and West. Elevator. Electric Light. Suites of Rooms with Bathroom. Rooms on Ground Floor. Cheerful Lounge. Garage, with Inspection Pit. Loose Boxes. Hunters. For Tariff, apply to the Resident Proprietor, F. MOERSHELL. Telephone No. 5.

Malvern—Grosvenor Private Hotel.—Centrally situated. In own Grounds. South Aspect. Heated in Winter. Magnificent views of the Hills and Severn Valley. 'Phone 155. Under the Personal Management of Mrs. MOORE, Proprietress.

Malvern—Aldwyn Tower Bdg. Estab. Beautiful Situation. 600 ft. above Sea level. Convenient for Town & Hills. Balcony commanding magnificent views. Highly recommended. Electric Light. Mrs. FRÉD. J. SMITH, Proprietress.

Malvern—GOLDHILL Private Residential Hotel.—Beautifully situated in own grounds. Highly recommended. Write for descriptive tariff, with local views. Tel. 91. Mrs. BRAY HARTLAND, Proprietress.

Marazion, Cornwall—Godolphin Hotel.—Under New Management. Close to Sea and opp. St. Michael's Mount. Bathing, Fishing, and Boating. Garage. Nr. Golf Links. J. M. MOORE, Proprietor. 'Phone 11 Marazion. Tels., "Godolphin, Marazion."

Margate, Cliftonville—The Albemarle First-class Private Hotel & Pension.—Facing Sea. Well-appointed. Choice Stock of Wines & Cigars. Moderate Tariff. 'Phone 21x Margate. Mr. & Mrs. G. W. BIRD, Proprietors.

Margate—Marlborough House, Royal Crescent.—Unique Position. Facing Sea Private Lawn to Marine Prom. Close Links, New Concert & Bathing Pavilions. 'Phone 116 Margate. Mr. & Mrs. SMALE.

Margate, Cliftonville—Hotel Florence— Well-appointed. Facing Sea. Liberal Table. Billiard Room. Mr. & Mrs. W. JAMIESON, Proprietors.

Margate (Cliftonville)—Roydon Boarding House, 15, Eastern Esplanade.—Best Position on the Cliffs, facing Sea and Oval Bandstand. Liberal Table. Comfort of Visitors first consideration of Proprietresses. Misses THOMPSON.

Margate, Cliftonville—"Garfield" First-class Bdg. Estab. On Queen's & Flagstaff Prom. Most Select & Best Part of Cliftonville. Well appointed. Ex. Cuisine & Service. Reduced Terms for Winter. Apply PROPRIETRESS.

Margate, CLIFTONVILLE—Highcliffe Hall—(Facing Flagstaff Promenade). Private Suites, Close to Public Tennis Courts, Croquet Lawn, &c. (Baths). 'Phone 358. S. COLLINGWOOD, Proprietor.

Margate, Cliftonville—Aethelstan Bdg. Estab., The Oval.—Facing Sea. Overlooking Oval & Bandstand. Separate Tables. Good Service. Comfort and Cleanliness Guaranteed. Mrs. A. MAUNDER WILLIAMS.

Margate (Cliftonville)—"Stanmore" Boarding Estab., Aethelstan Road.—Sea View. Close to Promenade. Comfort. Good Table and Moderate Tariff are the leading features. E. H. LAWN, Proprietor.

Margate—Northdown Parade Hotel, Cliftonville.—Good-class Family and Commercial. Well-appointed. Elec. Light. 30 Bedrooms. Spacious Lounge & Dining Hall. Terms Mod. Tels., "Fasham, Margate." 'Phone 402. E. T. FASHAM.

Margate (Cliftonville)—"Dalkeith," Lewis Crescent.—A High-class Bdg. Estab., thoroughly Up-to-date, & Replete with every Comfort. Finest position, facing Sea, on Flagstaff Promenade. The Misses STODDART, Proprietresses.

Margate (Cliftonville)—Norton House.—Board Residence. 22, Godwin Rd. Best part of Cliftonville. 1 min. Sea front, Oval & Bathing. Close to Links. Well-appointed. Mod. Terms. Ideal Winter Residence. Apply Prop.

S M E D L E Y ' S

Hydropathic Establishment,

MATLOCK.

—◆—
ESTABLISHED 1853.
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ONE of the largest and most complete in the Kingdom, extensively patronised all the year round by Pleasure-seekers as well as those requiring Hydropathic Treatment. Daily average of Visitors, 240. An unrivalled suite of Hydropathic Baths, including an up-to-date installation of Electrical Appliances. **Consulting and Resident Physicians.** A large Staff (upwards of 50) of trained male and female Nurses, Masseurs, and Bath Attendants.

Motor Service. **Matlock Golf Links**—18 holes, within 15 minutes' walk.

TERMS:—8/6 to 12/- per day, inclusive, according to Bedroom, no extra charge for Turkish and Ordinary Hydropathic Baths.

Illustrated Prospectus on application to—

H. CHALLAND, MANAGING DIRECTOR.

Telegrams—"Smedleys, Matlock."

Telephone No. 17.

MATLOCK.

Oldham House & Prospect Place Hydros

For HEALTH, PLEASURE, AND HOLIDAY. Accommodation for 100 Visitors. **HYDROPATHIC TREATMENT A SPECIALITY.** Tennis, Croquet, Bowls, Billiards. Motor Garage. 18-hole Golf Links near. Splendid Centre for Coaching Tours.

For Illustrated Prospectus apply L. G. WILDGOOSE, MANAGER.

Matlock Bath—**NEW BATH HOTEL.**—First-class Family & Residential. Standing in Extensive Ornamental Grounds. (Thermal Water) Swimming Bath. Garage. Officially Appointed R.A.C. & A.A. 'Phone 39 Matlock. Apply for Tariff.
JOHN NOBILE (Late Hotel Cecil).

Minehead—Hotel Metropole.—Largest and most modern. Facing Sea. In Grounds of 4 acres on Promenade. Lift. Electric Light Throughout. Croquet & Tennis Lawns. Large Stabling accommodation. Tel. 11. Tels., "Metropole, Minehead."

Minehead—Hopcott Private Hotel.—On High Ground. Views of Hills & Sea. Table d'Hôte, sep. tbls. Garage. Stabling. Tennis Ct. Billiard Room. Smoking Lounge. Elec. Light. Illus. Tariff. Tel. 25. Personal Supervision PROPRIETOR & WIFE.

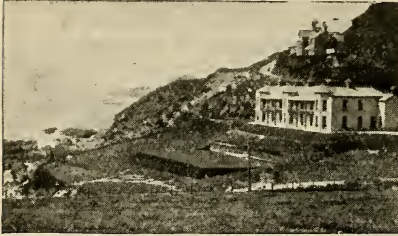
Minehead—Carlton Private Hotel.—Centrally Situated, standing in Own Grounds, 3 min. from Sea, Pier, Station, &c. Golf, Hunting. Elec. Light. Every Comfort. Baths, h. & c. Garage. Mod. & Inclu. Terms. Tel. 60. Apply PROP.

Minehead—The "Plume of Feathers" Hotel

(Established over 150 years). The only Hotel in Minehead facing South. Garage. 'Phone No. 8. G. THRISTLE, Proprietor.

Morecambe—The Atlantic First-class Bdg. Hotel. Faces Sea.

Well-known. Reliable. Mod Tariff Golf, 18 Holes. Tel. 384. For Particulars, apply W. L. ANDREWS.

MORTEHOE, N. DEVON.**'WATERSMEET'**

FIRST-CLASS Private Boarding Establishment. Charmingly situated in its Own Grounds, adjoining Sea and Beach with private path thereto, and close to the famous Woolacombe Sands. Good Bathing close to house. Tennis, Croquet, and Bowls. Golf Links (18 hole). South Aspect. Highest of References in Visitors' Books. Moderate and Inclusive Terms.

A. E. CHUGG, Prop'tor.

Mumbles,

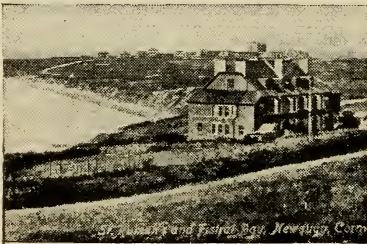
For Langland Bay, see page 53.

**NEWQUAY,
HEADLAND HOTEL**

PATRONISED BY THE ROYAL FAMILY.

BEST Position on the Cornish Coast. Most Comfortable Hotel and Moderate Tariff. Electric Light and Lift. Two Billiard Tables. Motor Garage. G.W.R. Corridor through train all seasons.

Officially appointed by the Royal Automobile Club.
The Only Hotel in Newquay adjoining the Golf Links.

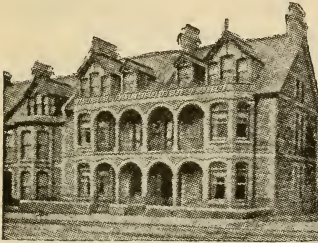
**Newquay, Cornwall.**

**ST. RUMON'S
Private Boarding
House.**

BEAUTIFULLY situated, facing the Sea. Adjoining Beach & Golf Links. Terms Moderate and Inclusive. 'Phone 78.

MRS. JOHNS,
PROPRIETRESS.

Newquay—Runnymede Boarding House.—Facing Sea and Bathing Beaches. Two minutes from Station. Golf Links within easy distance. Every Comfort. Moderate Terms. Mrs. R. A. HALL, Proprietress.



NEWQUAY, CORNWALL.

Trevanion Private Hotel.

Thirty-eight Rooms. Sea View.
Close to Beach and Station.
Electric Light. Certificated
Sanitation. Terms Moderate.

TRELAWNEY PRIVATE APARTMENTS.

Mrs. RIPPON, PROPRIETRESS
Telephone 44.

NEWQUAY.—First-class Family Hotel

Facing Sea and Bathing Beaches.
Every Comfort.
Terms Moderate.
Sanitary Arrangements Perfect.

HOTEL EDCCUMBE.

Five minutes' walk from Station.

Golf Links One Mile.

Garage. 'Phone 27 Newquay.
For Tariff apply to MANAGERESS.

Newquay—Tremont Bdg. Estab., Pentire Avenue.—Facing Sea.
Liberal Table. Home Comforts. Adjoining Golf Links. Garage. Smoking Lounge. Good Bathing nr. house. Mod. Tariff. Mrs. STUART CRABB, Proprietress.

Newquay—Beresford Private Hotel.—

Facing the Atlantic Ocean. E. HANKINS, Proprietress.

Newquay—Fulford's Great Western (Temp.) Hotel.—

Close to Station, Sea, & Cliffs. Every Comfort. Moderate Terms.
'Phone 34. Tels., "Fulford." E. T. FULFORD, Proprietor.

Newquay—The Cliff Boarding Establishment—Delightfully Situated, facing Sea, with lawn extending from house to cliff edge. Overlooking Bathing Beach. Electric Light. Terms on application to The PROPRIETRESS.

Newquay (Island Estate)—Highbury Board Residence (on Cliff Edge). Facing Sea. Every Comfort. Terms Moderate. Highly recommended. Mr. & Mrs. MATHEWS.

Newquay—"Clevedon" Boarding House.—Island Estate. Beautifully Situated, overlooking Beaches. Electric Light Throughout. Special Terms for Winter Months. Miss E. CONLEY, Proprietress.

OXFORD.—First-class Family. Centre of High Street.

ESTABLISHED 1400. Elec. Light.
Telephone 35.

THE MITRE HOTEL.

Morris Garage. Billiards.
Miss THORNE, Manageress.
Telegraphic Address—"Mitre, Oxford."

OXFORD.

RESIDENTIAL HOTEL,

IFFLEY ROAD.

Terms Moderate.

THE ISIS.

Near Colleges and River.

Good Public Rooms.

Private Sitting Rooms if required.

Miss BAKER, Proprietress.

Oxford—OXENFORD HALL, 13 to 17.
MAGDALEN STREET.

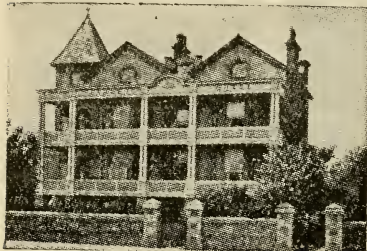
Private and Residential Hotel.

In the Centre of City. Near Colleges. And opposite Martyrs' Memorial.

Terms Moderate.

MISS D. WATSON.

PAIGNTON, S. DEVON.



RAMLEH

Private Hotel,
Esplanade.

WELL-FURNISHED,
High-class Estab-
lishment. Table d'Hôte.
Separate Tables. First-
class Cooking & Service.
The House has double
Frontage, facing S. & E.,
and extensive Sea View.
Inclusive Terms on appli-
cation. Address—
PROPRIETRESS.

PATTERDALE, PENRITH.

ULLSWATER HOTEL

Coaching, Boating, &c. Electric Light.
Motor Garage, Petrol, &c.



Telegraphic Address:—
"Ullswater Hotel, Glenridding."

ENLARGED and Re-modelled. One of the largest and best-situated Hotels in the district, bordering on Ullswater, which is unquestionably the Lake which combines the greatest variety of scenery. Helvellyn and Airey Force are within a short distance. Steamer arrives and departs from the Hotel Grounds.

THOMAS BOWNASS, PROPRIETOR.

Penrith—Crown Hotel.—The Leading Hotel. Officially Appointed R.A.C. and A.A. Posting. Motor Cars for Hire. Free Fishing. 'Bus meets all Trains. Tel. 91. Night Porter. T. & W. SIDDLE, Proprietors.

Penrith—Castle Temperance Hotel.—Two minutes' walk from Station. Most Central for Strictly Moderate Charges. Personal Attendance by Proprietress, E. GRAHAM.

Penrith,

For Ullswater, see page 80.



PENZANCE.

ALEXANDRA Pension.

BEAUTIFULLY Situated. Facing Tennis Courts, Esplanade, Bowling Green, & overlooking Mounts Bay. Best Part of Penzance. Cook's Coupons Accepted. MRS. MANN, Proprietress. 'Phone 120.

Penzance—Beachfield House, First-class Bdg. Estab.—Situ-
Home Comfort. Excellent facing Sea and Promenade. Every
Terms for Winter Months. Cuisine. Moderate Terms. Special
Mrs. E. SCOBEY, Proprietress

Penzance—Wardour Pension, Esplanade, Residential Bdg. House.
—Separate Tables. Grand Sea View.
Close to Tennis Courts and Bowling Green. Facing South. Special
Winter Terms. Mrs. C. W. BALL, Proprietress.

Penzance—Shelbourne Bdg. House, Esplanade—Facing Sea.
Full South Aspect. Close
to Pavilion and Tennis Courts. Central for Coaching and Motor
Trips. Moderate Winter Terms. Mrs. B. SALTER, Proprietress.

Penzance—Mount's Bay Hotel. First-class Family. On
Esplanade. Facing Sea.
Telephone in all Rooms. 'Phone 18. Tels., "Hotel, Penzance."
Garage near. WALTER H. PULMAN, Proprietor.

Penzance—Queen's & Riviera Palace Hotels.—Tariff on
Application.

PLYMOUTH.



HOE MANSION HOTEL.

The Hoe. First-class Private & Resi-
dential. Sea View. Well-appointed. 50
Rooms. Electric Light. New Lounge.
Good Cuisine. Sep. Tables. Billiard
Room (full-sized table). Terms, daily
or weekly, Mod. & Inclu. Garage free.
Private Suites if required. 'Phone 533.
Tels., "HOE MANSION, PLYMOUTH."
Apply Secretary for Illustrated Tariff.
**Best Centre for Marine and Moor-
land Excursions.**

Plymouth—Roslyn Pension, Leigham Terrace, The Hoe.—Situ-
central for sea, town, & station. Cheer-
ful House. Baths (h. & c.). Billiards. Highest References given.
Terms, 30/- to 42/-; July 15 to Sept. 15, 35/- to 51/6. PROP'TRESS.

Portree, Skye—Royal Hotel.—Best centre from
which to visit
Skye and Outer Hebrides. Booklet on Application.

Port Erin, I.M.—Eagle Hotel.—First-class Family. Directly Facing Sea.
Boating, Bathing, Fishing, and Bowling. Moderate and Inclusive
Tariff. Proprietor, C. F. LUFT.

Port Erin—Snaefell Private Hotel.—Facing Bay. Close to Links.
Needle, Shower, and other Baths. Large Ball Room. Liberal
Table. Highly Recommended Tariff. J. PAGE, Proprietor.

Port Erin, I.M.—Headlands Private Hotel.—
Overlooking the whole Bay and Headlands. Adjoining Golf Links.
Garage. Personal Supervision. Tariff. Apply P. DANSON.

Portrush (Ireland)—“Eglinton” Hotel.—Opposite Station &
Close to Sea. First-
class Accommodation for Tourists and others. Moderate Tariff.
Apply MANAGER.

PORTRUSH—“Skerry Bhan” Private Hotel.—Directly on
Sea Front. 40 Bedrooms.
Ex Cuisine. Late Dinner (7 p.m.) 'Phone No. 28. Tels., “Skerry.
Bhan, Portrush.” Further particulars from PROPRIETRESS.

Portsmouth—Speedwell Temperance Hotel—Opposite Town
Station. Trams to all parts. First-
class Accommodation at Moderate Rates. Restaurant attached.
Night Boots. 'Phone 198. ALFRED GRIGSBY, Proprietor.

Pwllheli, N. Wales—WEST END HOTEL—First-class Family.—The only licen-
sed Hotel on Sea Front. Tariff on app. J. HOHENBERG, Prop.

Ramsey—Greeba Bdg. House, First-class, Mooragh Prom-
enade.—Smoking and
Concert Rooms. Close to Open-air Baths, Golf Links, Tennis Courts.
Park & Lake. Baths (H. & C.). Mrs. KNEALE, Proprietress.

Ramsey, I. of M.—“Toxteth” Boarding Establishment,
Mooragh Promenade.—
Facing Sea. Close to Open-air Baths, Golf, Tennis. Accommodation
for 75. Small Tables. Mrs. MATHISON, Proprietress.

'Phone, 80 Ramsgate **RAMSGATE.** Tels: “Sanclu, Ramsgate.”

HOTEL ST. CLOUD.

Ramsgate—The Bull & George Hotel.—First-class
Tourist,
Family, & Commercial. Old Estab. Highly Recommended. Mod.
Tariff. Ex. Cuisine. Billiards (2 Tables). Garage. 'Phone 277.
Miss HAYWARD, Proprietress.

Rhyl, N. Wales—Emlyn House Boarding Establishment.—Situ-
ated on West Parade, facing Sea.
Bathing, Golf, &c. Every Comfort. Moderate Terms.
Mrs. R. B. NIXON, Proprietress.

Rhyl—The “Haven” Boarding House, West Parade.—Facing
Sea. Elec. Light. Baths & Lavatories
each floor. Ex. Cuisine. Pte. Sitting Rms. Sep. Tables. Open all Year.
Special Winter Terms. 'Phone 51. Miss INGRAM, Proprietress.

Rhyl, N. Wales—“Plastirion” Private Hotel, facing Sea.
—Five min. fr. Pier & Golf
Links. Smoke Rooms, Lounge, & 40 large airy Bedrooms. Elec.
Light. Open all the Year round. 'Phone 170. Miss MITCHELL.

RIPON—The Unicorn Hotel.—Principal.—Established over 300
years. Patronised by Royalty.
Garage and Inspection Pits. Officially appointed Hotel for the
R.A.C., M.U., & A.A. Centre for Yorkshire Dales and Abbeys.

Ross-on-Wye—**King's Head Hotel.**—First-class Family. Garage. Golf, Boat-
ing, Fishing, &c. Telephone: 34. Excellent Cuisine. Moderate
Tariff. Proprietress, Mrs. B. MILES.

ROSS, WYE VALLEY—**Road and River Tours.**
Illustrated Programme. B. HOLMWOOD CAWS, Valley Hotel,
Ross. Principal Private Hotel in the County.

Ross-on-Wye—**Raglan Private Hotel.**—Most Central
for Tourists. Golf, Boating, Fishing, &c. Moderate Charges.
Mrs. E. JENKINS.

Rostrevor, Co. Down—“**Craig-a-Vad.**”—First-class Bdg. Estab.
Situating at foot of Clough-
more. Mag. view Carlingford Lough. Bathing, Fishing, Golf. 5/- to
6/- day. according to rooms. Reduction long periods. Prop'tress.

Ryde, I.W.—**Riviera Boarding Establishment.**—Finest Position on
Sea Front. Overlooking Pier, Gardens, and
Bandstand. Balconies and Roof Promenade. Electric Light
Throughout. Moderate Terms. Anrvly PROPRIETRESS.

ST. IVES, CORNWALL.

First-class Boarding
Establishment.

Fine Views of Bay
and Atlantic.

YORK HOUSE.

Close to Bathing
Beach, Tennis Courts,
and Golf Links.

Highly recommended.

Special Winter Terms.

The Misses KNAPP, Proprietresses.

St. Ives, Cornwall—**Trevessa Private & Residential
Hotel.**—Unrivalled
Position. Overlooking Bay. Special Winter Terms. 'Phone 43.
Particulars and Tariff from Miss NEWTON.

St. Leonards-on-Sea—**Eversfield House,** 11-12, Eversfield Place.
First-class Boarding
Estab. Facing Sea. Re-dec. & Enlarged. Sep. Tables. Smkg. Lounge,
Billiards. 5 min. Warrior Sq. Stn. 'Phone 689. Miss CLAYTON.

St. Leonards-on-Sea—**Drayton House Hotel,** Eversfield Place.
Centre Prom. Mag. New
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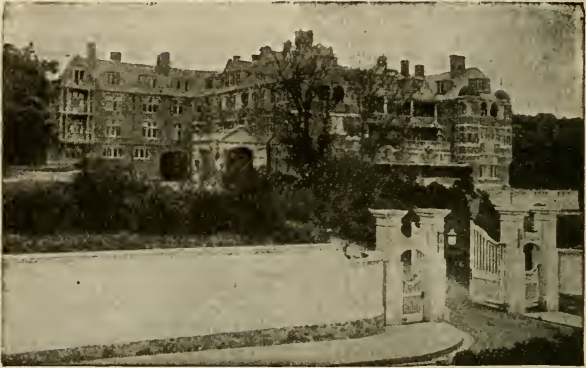
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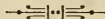
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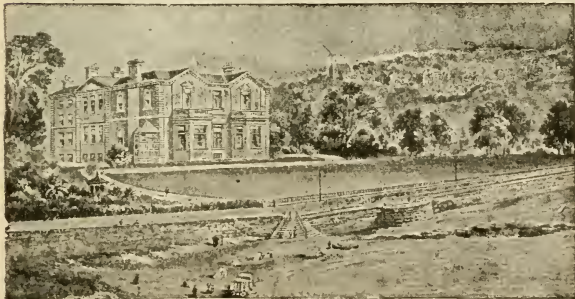
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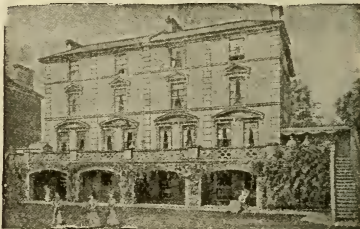
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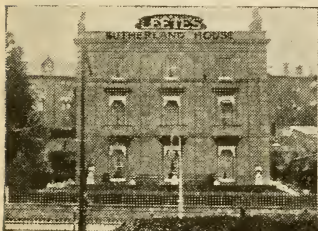
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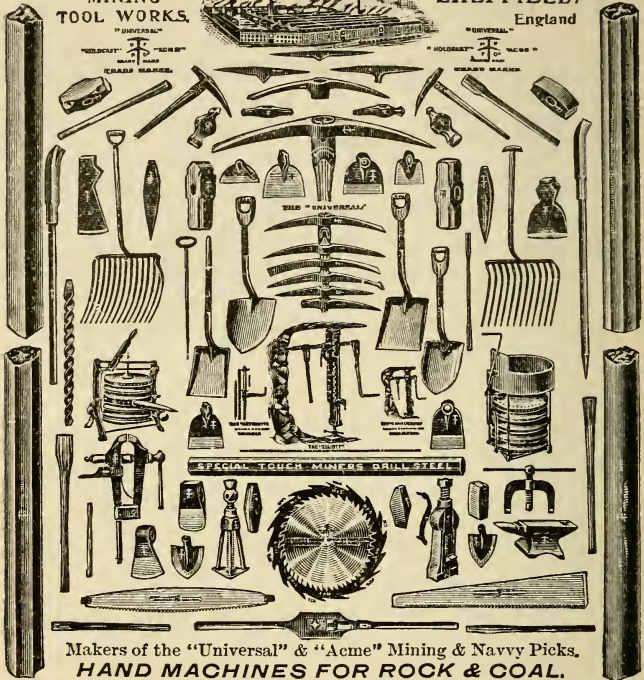
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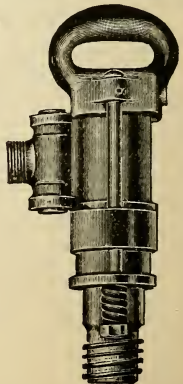
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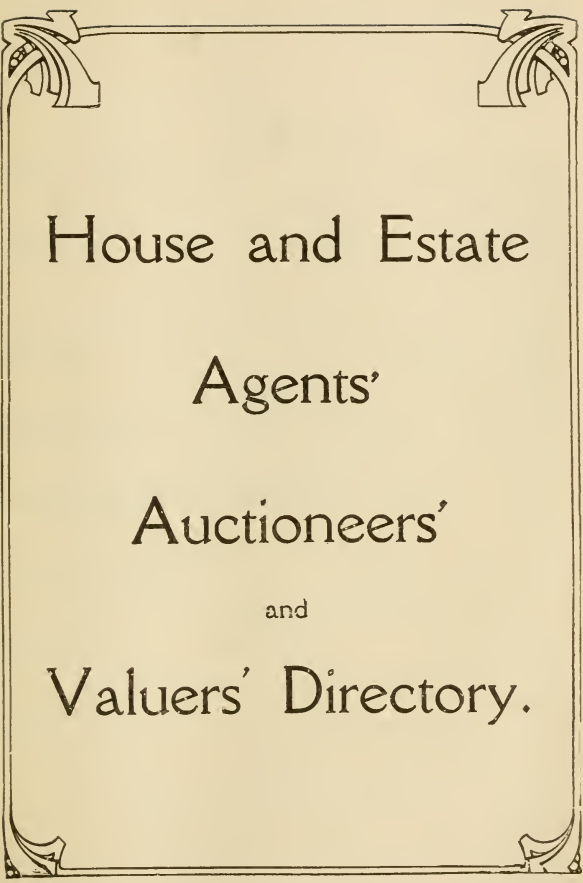
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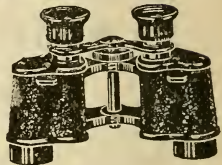
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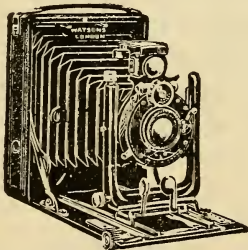
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